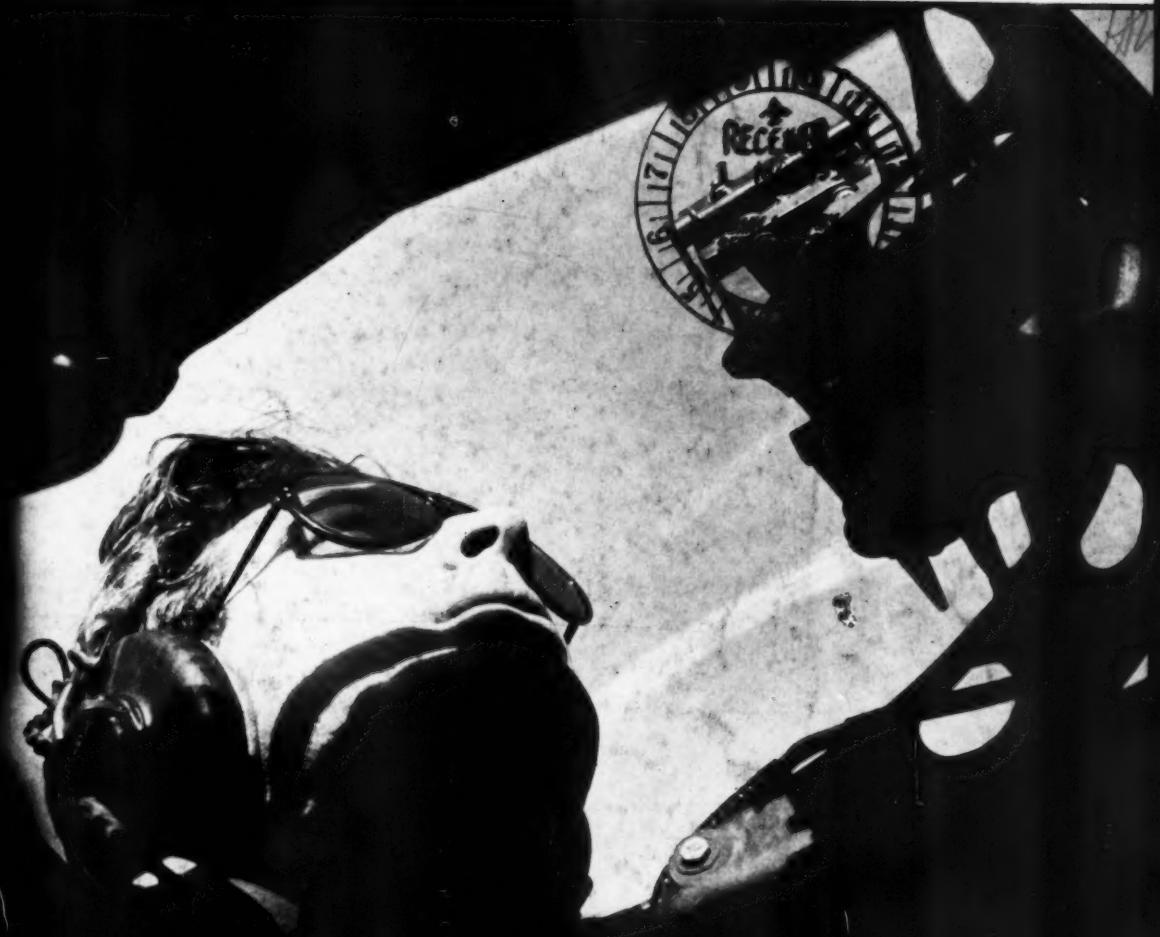


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should
see it as soon as possible.
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CIRCULATION FEBRUARY 1951

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1955 Navpers-0 NUMBER 456

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The Chief of Naval Personnel

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The Deputy Chief of Naval Personnel

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• FRONT COVER: NAVY PATROL PLANES are on the lookout for trouble from any direction. Whether it's a strange craft in the skies or a sudden change in weather or a distress signal in the sea below, the eyes of aircrewmen, like the one pictured here, will start warnings or help on the way.

• AT LEFT: GUN CREW of USS *Randolph* (CVA 15) take their battle stations during combat drill while the carrier is on training maneuvers.

• CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

This Outfit Has Everything You Want

YOU MAY NOT KNOW IT, but you have a personal interest in the 160th birthday of the Supply Corps this month. No matter where you are, whether in Tokyo, Tunis or Tacoma, it is suggested that you drop around to the local supply office, cut yourself a piece of cake and wish the members of the Corps well. For here are the men who are primarily responsible for these items—as well as more than a million others—including those which affect closely the comfort and well-being of all of us—such matters as pay, food and clothing.

You'd do well, too, to take a look at the program telling the story of the Supply Corps' accomplishments. The displays to be found at almost every supply installation are the result of months of planning and each, in their own individual way tell the Navy and the rest of the world better than mere words, the story of the Supply Corps.

At Naval Supply Depot, Bayonne, N. J., for example, plans to celebrate the anniversary are typical. Cargo and materials-handling operations show Navy efficiency in action in dockside and warehouse areas. Guided tours will depict progress made in developing better materials-handling devices,

such as newly-developed cargo nets, improved incline loaders and packaging research equipment.

Every member whether Supply Officer, storekeeper, disbursing clerk, commissaryman, ship's serviceman, steward, or civilian employee, has reason to take personal pride in the job of supplying the Fleet.

From that day, 23 Feb 1795, when Israel Whalen became the first Purveyor of Public Supplies for the Navy (as well as other governmental activities) up to the present, the Supply program has continued to grow until its operation spans oceans and continents to fill the Navy's requirements for maintenance and operation of bases and ships in all parts of the world.

There's a big difference in the size of the Supply Corps of today and its counterpart of 160 years ago, but the jobs and the men still have striking similarities. In those days, the purser—the businessman of the early Navy—purchased the food and clothing, paid the crew and saw to it that each man received his daily ration. When his ship engaged the enemy, he helped man a gun or grabbed a cutlass.

Today's Supply Corps officer may

be a comptroller, a top-flight industry-trained purchasing agent, a scientist engaged in research or an expert in management. Like his historical counterpart, he too has his battle station.

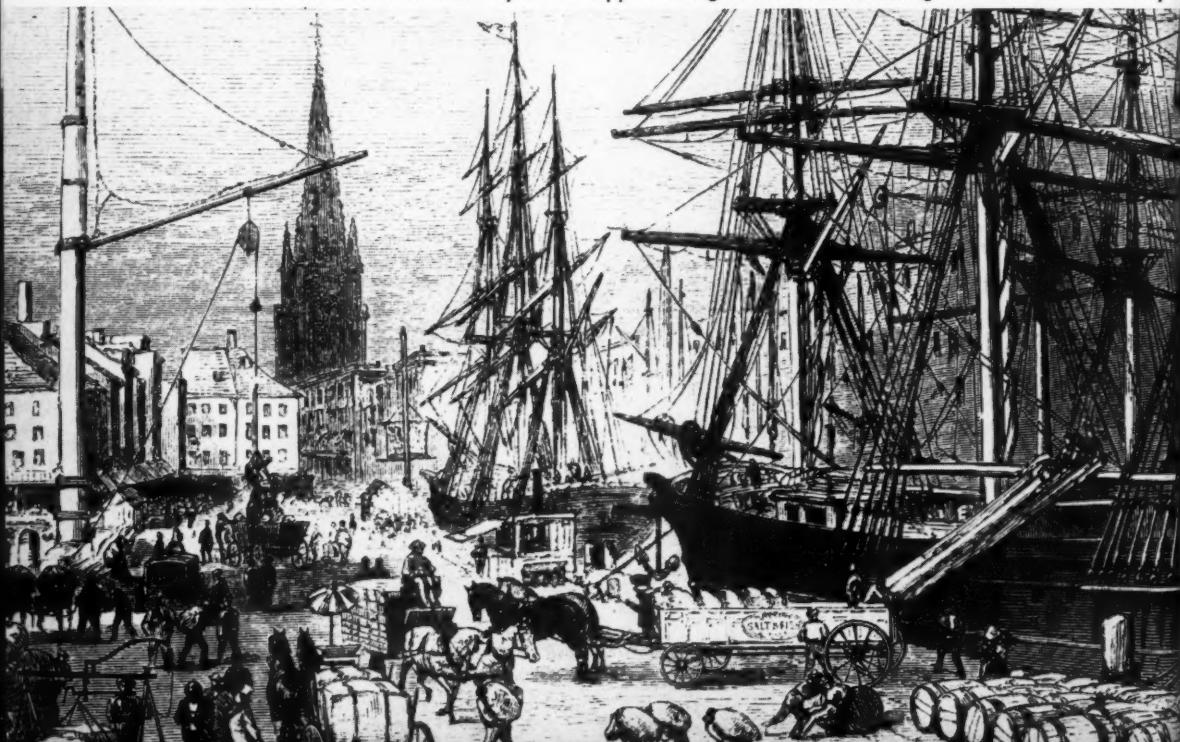
Here's the story, briefly told, of how the Supply Corps came into being, and the steps which have brought it from the one-man Purveyor of Public Supplies to the complex, efficient giant it is today.

Israel Whalen was not, of course, the first supply officer in American naval history. He was preceded by the pursers or "supercargoes" of the merchant marine of colonial times. These agents were the personal business representatives of ship owners.

These were the anonymous men who served with the Navy of Revolutionary War days. It was not until the attacks on American shipping by the Barbary pirates, after the adoption of the Constitution in 1787 and the authorization by Congress to "provide and maintain a Navy," that the chain of events began which resulted in today's Supply Corps and BuSandA.

Events moved slowly even in those days. President Washington signed

TYPICAL SHIP LOADING scene of 19th century shows supplies being loaded aboard sailing vessels in New York City.



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the first Naval Armament Act on 27 Mar 1794. This Act authorized the construction of four frigates of 44 guns each and two of 36 guns each.

The Act also authorized a complement of 10 commissioned officers, 14 warrant officers, 28 petty officers and a crew of 307 (including marines) for the 44-gunned. Pay for the commissioned and warrant officers was fixed by law and ranged from \$75 per month and six rations a day for the captain to \$14 a month and two rations a day for the boatswains, carpenters, sailmakers and gunners. Purrs were authorized to receive \$40 per month and two rations a day.

Pay rates for petty officers and the crew were left to presidential determination, "providing that the whole sum to be given for the whole pay aforesaid shall not exceed \$15,000 a month and that each of said persons shall be entitled to one ration a day."

Important in Supply Corps history is the fact that these ships were directed to carry a purser of warrant officer grade, appointed by the President. The purser's responsibilities included meeting the "victualing" requirements of his ship, selling the men articles of clothing known as "slops" and keeping an accurate account of the wages of the crew—not actually paid with money but certificates countersigned by the captain. The purser also had to purchase all articles for use of the ship.

In 1796 the United States was maintaining a naval force with only several thousand dollars a year. Three years later, appropriations had increased to nearly \$3,000,000, primarily because of the creation of the Department of the Navy by Congress in 1798. In this period of expansion the famous *Constitution* and *Constellation* along with approximately 60 other vessels were built or purchased.

"Civilian Navy Agents," appointed by the Secretary of the Navy, were hired to help administer supply functions ashore. A letter of 7 Oct 1799 written by SecNav to the Navy Agent at Norwich, Connecticut, indicated that the duty of an agent was to see that the proper stores and supplies were delivered to the Fleet at the time required.

The letter advised the Navy Agent that "pistols and powder will be shipped you from New York and Six guns from Philadelphia so as to arrive by the time they are wanted. You will also receive a quantity of Kentledge."



TODAY'S SUPPLY CORPS goes everywhere supplying the ships with many and varied needs of a large and complex Fleet sailing the waters of the world.

This was pig iron used for ballast.

The science of supply took a big leap forward in 1804, during the war with Tripoli. The ketch *Intrepid* transferred a cargo of fresh provisions to the squadron under Commodore Edward Preble. In importance, this occurrence 151 years ago ranks high in the solution of the problems of logistics. It enabled the Commodore to remain at sea and enforce a continental blockade of the port of Tripoli and was the prototype of modern Mobile Logistic Support—the concept that makes it possible for our Fleet to be completely supplied at sea.

For two years, attempts to cut off Tripoli's supplies from the sea had proved ineffective due to heavy winds and continual shortage of provisions.

Preble was determined in the third year of the war to maintain a tight blockade. He sailed his ships in weather so foul that his flag was the only one on the sea. The squadron was on short rations which for a time

only allowed two and a half quarts of water per day per man and included "Peas, Rice and Grog Water."

Relief was finally afforded when *Intrepid* appeared off the weather bow of the U. S. brig *Argus*, a ship in Preble's squadron, nine days out of Syracuse, Island of Sicily. *Intrepid* carried fresh provisions, loaded by an early counterpart of the Supply Corps Officer ashore, Navy Agent George Dyson.

According to the order book aboard the *USS Constitution*, Preble's flagship, the manifest included such non-standard stores as 4 bullocks, 1 calf, 13 pigs, 62 sheep, 42 fowl, and 300 pounds of hay and corn for the livestock. Also included were such delicacies as 900 eggs, 100 melons, 2 baskets of peas and "3 casks of old Hock." Four thousand gallons of water were aboard.

The pursers of that time were required to have a thorough knowledge of banking, accounting and commercial subjects. Because of this they



MILES OF CRATED CARGO await overseas shipment at modern Navy supply depot. Below: Recruits of yesterday wait enlistment pay from supply officer.



THEN AND NOW. Above: Pay day today. Below: Food now and in 1800s. Right: Modern SC officer checks orders.



came a commissioned officer.

Until 1893 each man received individual rations which were usually pooled together by the men in each berthing area. These small eating groups were known as "berth deck messes." Just prior to, and during, the Spanish-American War several of our larger ships experimented in feeding the crew off a consolidated mess. This general mess idea proved so successful that the Navy stopped issuing rations to individuals and, in 1901, adopted the new system. One year later, the first Navy cook book was issued.

December 7 1941 touched off a global war that soon became a battle of supply lines. Naval expansion and rapid technological developments found the Supply Corps faced with the necessity of meeting a sudden transition from a relatively small-scale, decentralized operation to a centralized operation obtaining the tremendous amount of material necessary to support an all-out war.

The nature of the conflict made it necessary for us to support entire fleets thousands of miles from home ports. Supply facilities, organized and manned by Supply Corps officers, sprang up all over the world to sustain the fighting units.

Major fleet components cruised for extended periods of time without returning to port. Thousands of items had to be replenished at sea. A highly developed Mobile Logistic Support concept made this possible. No stopping, no waiting—while the Fleet was still under way, the lines were whipped over from supply ship to fighting ship and the Fleet was fueled, provisioned and supplied with all necessary replenishment items.

The idea of replenishment at sea which took root more than 150 years ago at Tripoli now came into its own and enabled our vessels to remain at



sea, in any sired length

Immediately Pearl Harbor consisted of ap including the end of WW to 16,800 were Reserve

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In fiscal 1,750,000 enough to almost fro That is o There are supply system to sealing to anchors stored and the needs basis.

For the Corps do fed and pa where he s such as s candy or s pervises th

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sea, in any chosen area for any desired length of time.

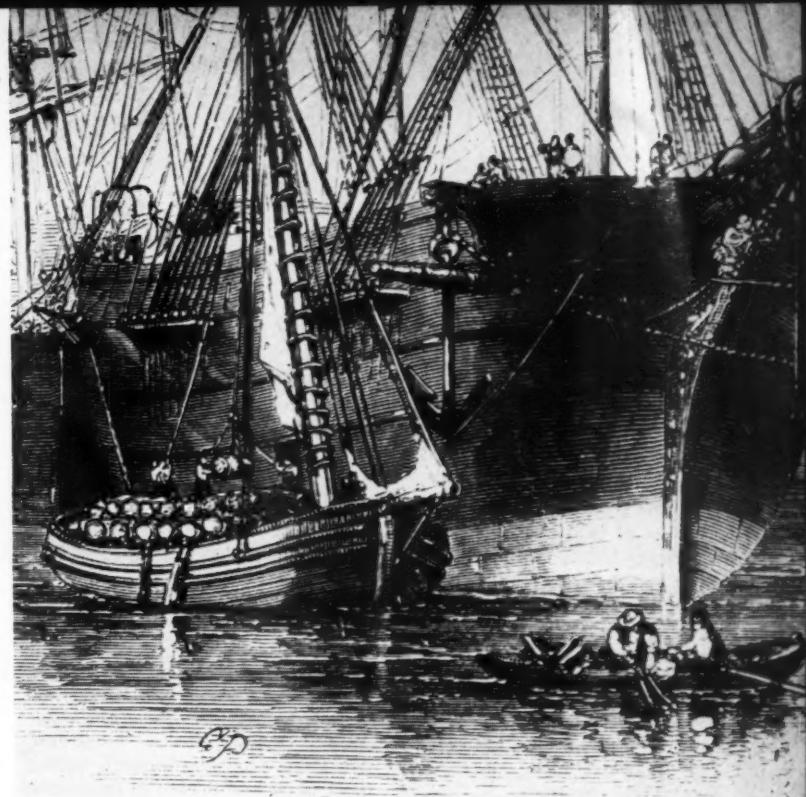
Immediately prior to the attack on Pearl Harbor the Supply Corps consisted of approximately 2200 officers, including 1400 Reservists. By the end of WW II the Corps had grown to 16,800 officers, of whom 14,900 were Reservists.

Today, Navy supply operations mesh like gears in a well-oiled machine. Take food, for example. It must be bought, paid for, packaged, shipped, prepared and served. The kind of food needed must first be determined. In the Supply Corps, *Inventory Control* establishes how much is on hand and how much will be needed, *Purchasing* negotiates the transaction, *Disbursing* pays the bill and *Accounting* acts as watchdog for the taxpayer.

The company delivers the food to a supply center or depot where *Packaging* gets it ready for shipment. Mechanized equipment operated by *Materials Handling* personnel moves it from warehouses to piers, freight yards or airports, where it is placed aboard ships, trains, planes or trucks for movement to the Fleet.

In fiscal 1954, the Navy consumed 1,750,000,000 pounds of food, enough to fill a freight train reaching almost from Boston to Baltimore. That is only one item of supply. There are 1,400,000 items in the supply system, ranging from gun barrels to sealing wax, from sailors' trousers to anchors, which must be procured, stored and issued as required to fill the needs of our Navy on a global basis.

For the man at sea, the Supply Corps does its best to keep him well fed and paid. It operates Ship's Stores where he can purchase sundry items such as shaving cream, dentifrice, candy or smokes. The Corps also supervises the operation of the laundry,



LIGHTER, a small harbor craft shown in old sketch, is used to load supplies including oil drums aboard large sailing vessel in New York harbor in the 1880's.

barber shop, tailor and cobbler shop.

Supply Corps personnel pay all military and civilian employees of the Navy. They also distribute more than 450,000 allotment checks monthly, most of them to dependents of Navy personnel. These must be deducted individually from the pay of each Navyman who requests it.

Under the pay plan, a Navyman gets paid on pay day no matter how many times he has moved in a month or how many ships he has served on. Even if he is fished out of water by a rescue craft on pay day, he gets his pay on the rescue ship.

During fiscal 1954, the Supply Corps processed more than 3,774,000 vouchers for supplies and services totalling \$15,858,000,000, including 4½ billion dollars for military and civilian salaries.

All these figures add up to one thing: In spite of its quite respectable age, the Supply Corps shows no sign of hardening of its logistic arteries. Every Navyman can extend his congratulations to the entire supply organization and be glad that, in celebrating its 160th birthday, it has achieved a maturity based on a century and a half of serving the Fleet.

OLD-TIME PURSER bartered for supplies. Center: Today's Supply Officer's problems are larger but similar to old (at rt.).





STEELHEAD TROUT are rounded up and driven through apex of weir spanning Karluk River by KCC members.

Sailors Turn Trout-Farmers in Alaska

ONE OF THE MOST UNUSUAL CLUBS in the Navy is the Kodiak Conservation Club at the Kodiak, Alaska, Naval Station. This club, formed in December 1952, combines recreation with useful and needed work.

The purpose of the club, besides furthering the Navy recreation program, is to help restock the depleted fishing streams and wildlife in the Alaskan territory.

The formation of the group came about after the 1952 fishing season had ended. It became obvious that something had to be done if a reasonable and healthy fish population were to be maintained.

The club, consisting of military and civilian Navy personnel, last year set its aim at preserving and fostering fish and wildlife in Alaska.

LSM 161 crew delivers eggs from Camp Karluk. Right: L. M. Wolfe, PRC, prepares shipping box of 200,000 eggs.

With almost 100 members working during their off-duty hours, they converted what had formerly been a dairy barn into a base of operations at the Kodiak Naval Station. Next came the establishment of a "field office" on the Karluk River, located on the opposite end of the island, about 100 miles from the station.

Three months after the club became organized, half of the members journeyed to the Karluk River site to set up a camp. In a driving snowstorm, they unloaded and erected a prefabricated building to serve as their "field office."

In the meantime, back at the Naval Station, those who had stayed behind were building a hatchery in a stream-fed gully known as Devil's Canyon. But first, a dam had to be

built to ensure that an even supply of water would be available.

So by the time the steelhead trout run began, they could be "milked" and the fertilized eggs taken to the hatchery. "Steelhead" is the name given to the rainbow trout that goes to sea, growing somewhat larger than its landlocked counterpart.

The Karluk River was chosen as the spot to begin the egg-taking operation, since that river is considered one of the best trout streams in the world. The entire operation of the club is under the direction of a representative of the U.S. Fish and Wildlife Service.

The eggs were taken from "trophy size" rainbow trout—the proper name for steelheads. The eggs were put into burlap lined baskets and trans-



ported by the hatchery produced.

The club and a crew of three miles honor. Our trout fishing planted mainland were used.

The U.S. ice purchased on first time, creating funds had a contribution fee.

Having goal of hatched and their efforts. However, constructed used by.

But the center of the plans for the coming year, most doubtful the KCC's prefabricated hall at C...

At the stalled a water tank in 1954 "tried to begin, the position.

The 1954 and a house from the past year.

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ADAK H...

Grapp,

ported by ship and plane back to the hatchery at Kodiak. About 1000 steelheads were "milked" and each produced approximately 3000 eggs.

The "big hatch" occurred in July and a ceremony was held with some three million tiny trout as guests of honor. Of the first year's "crop" of trout fingerlings, two million were planted in waters on the Alaskan mainland and the remaining million were used to restock Kodiak Island.

The U.S. Fish and Wildlife Service purchased the baby fish distributed on the mainland and, for the first time, the club had some operating funds. Up to that time, funds had come from a two dollar initiation fee and voluntary contributions.

Having reached their first year's goal of three million baby trout hatched and planted, the club turned their efforts more toward recreation. However, work still continued. Shelters and picnic areas were constructed on the lakes and streams used by the Naval Station personnel.

But the big thing during the winter of '53 was the formulation of plans by the KCC for the coming year. With its membership almost doubled from the year before, the KCC built a boat and made prefabricated sections for a new mess hall at Camp Karluk.

At the hatchery, the club installed an incubator to control the water temperature. By the time the 1954 "trout farming" season was to begin, the KCC would be in a better position to increase their production.

The 1954 goal was set at three and a half million eggs to be taken from the Karluk River steelhead.

From the Kodiak hatchery this past year, nearly three million

"eyed" fertilized eggs were flown to the Anchorage-Fairbanks and Panhandle area (around Ketchikan) for replanting under the supervision of the Fish and Wildlife Service. The Anchorage-Fairbanks egg plant was an all-Armed Forces operation. Navy supplied the fertile eggs, the Air Force provided air transportation and Army personnel assisted in the gravel bed planting. The plant was made in the streams around Lake Louise, where military personnel on the mainland frequently go for rest and recreation trips.

Another 100,000 eggs were flown to the U.S. Naval Station, Adak, Alaska, where the first fish hatchery in the Aleutian Chain was activated. The Adak hatchery, which is strictly an all-Navy operation, is under the supervision of Vernon H. Rehder, GMC, USN. Rehder received his technical training in fish culture from the Fish and Wildlife representative at the KCC hatchery.

The man behind this idea of better fishing for the personnel at the Kodiak Naval Station is Rear Admiral John Perry, USN. Admiral Perry, as a commander, was the first commanding officer of NAS Kodiak, Alaska, in 1941. Eleven years later, he returned, this time as Commandant 17th ND and Commander, Alaskan Sea Frontier.

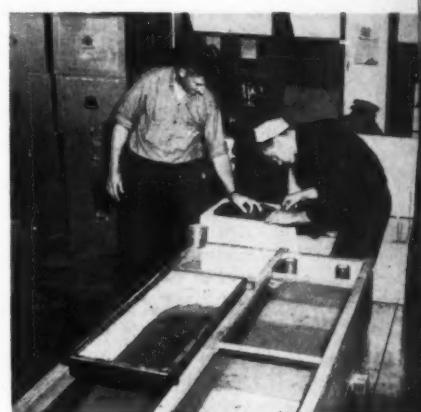
Admiral Perry foresaw what would happen to the fishing conditions in Alaska if man didn't help nature restore fish and wildlife. Since fishing and hunting are the biggest sources of recreation for naval personnel in Alaska, it was a "natural" that recreation and restocking Alaskan water should go together.

—J. W. Braby, JO3, USN Com17.

ADAK HATCHERY manager, Vernon H. Rehder, GMC, and his assistant Donald Grapp, MEC, pour in eggs flown from KCC to start new hatchery this year.



HELICOPTER is loaded with trout 'fry' to be dropped by air into lakes and streams not easy to reach by road.



EGGS are removed from hatchery for planting. Below: Elmer G. Hoel, AO1, checks development of eggs in trays.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **NUCLEAR COURSES**—An increased need for officers trained in the field of nuclear engineering has created openings in two postgraduate courses and applications from Naval Reserve officers on active duty and additional applications from qualified Regular Navy officers are desired.

One course, Nuclear Engineering (Advanced) will be at Massachusetts Institute of Technology and the other, Mechanical Engineering (Nuclear Power) will be at the U. S. Naval Postgraduate School, Monterey, Calif.

All applicants, whether Regular or Reserve, must meet the educational, operational and eligibility requirements as set forth in BuPers Inst. 1520.15a.

The applications, along with the necessary obligated service agreements prescribed, must reach Bureau of Naval Personnel not later than 18 February.

Officers who have previously applied for these courses are not required to resubmit an application under the new provisions.

• **WAR CLAIMS**—If you had deposits or other credits in Philippine Island banks at the time of the Japanese occupancy and they were seized by the Imperial Japanese Government, you may file claim for recovery.

Benefits under the War Claims Act of 1948 have been extended by Public Law 744 of the 83rd Congress to allow personnel who have not been

repaid or whose credits have not been reestablished to file claim for recovery of these assets.

These claims must be filed with the Federal Claims Settlement Commission, Washington 25, D. C., on or before 31 Aug 1955, the expiration day of Public Law 744.

• SHIP DESIGNATION CHANGES

The Navy's new *Mitscher* class vessels will no longer be known as destroyer leaders, according to a recent change to *Classifications of Naval Vessels and Service Craft* (SecNav Inst. 5030.1). They are now called *frigates*, although they retain the identifying letters "DL," while the vessels which were formerly known as frigates are now known as *patrol escorts*. They retain the "PF" identification, however.

Other changes and modifications add the *corvette* (DDC) and the *guided missile destroyer* (DDG) to the combatant vessel lists. Funds for conversion of existing destroyers to these types are contained in the Navy's budget for fiscal 1956.

An auxiliary vessel, the *cargo ship, dock* (AKD), has also been added to the classification list. The AKD is similar to the current LSD and is being built for MSTS.

• **SECURITY CHECKS**—When applying for a commission in the Regular Navy or Naval Reserve, certification of satisfactory completion of a National Agency Check or Background Investigation may now be submitted in lieu of a Fingerprint Card and National Agency Check

Request forms under certain circumstances set forth in BuPers Inst. 5521.6. Use of the certificate is expected to cut delay and unnecessary duplication of effort in the processing of applications for appointments or reappointments.

Recent security regulations require that no individual be appointed, commissioned or recalled to active duty as an officer without prior completion of a satisfactory National Agency Check. The Instruction points out, however, that many applicants for commission (such as LDOs and Medical Service Corps officers) are already serving on active duty as warrant or commissioned officers and have had a previous satisfactory National Agency check completed.

Under the new directive, commands and activities processing applications for appointments or reappointments to commissioned status in the Regulars or the Reserve may substitute a certificate of satisfactory completion of a National Agency Check or Background investigation for the National Agency Check and Fingerprint Card forms under the following circumstances:

- The applicant must be serving on active duty as a warrant or commissioned officer.
- Positive evidence must be available to affirm the completion of a satisfactory National Agency check or background investigation since 14 Sep 1950.

The Instruction points out that the term "positive evidence" is meant to include only 1) a copy of a certificate of final clearance based upon a completed satisfactory National Agency Check or Background Investigation, or 2) a copy of results of a satisfactory National Agency Check or Background Investigation forwarded by the Office of Naval Intelligence to the command concerned.

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PASS THIS COPY ALONG—Don't go out of bounds with this issue of ALL HANDS—it's intended for 10 readers.

• **FURLough FARES** — Furlough fares for Navymen on active duty and other members of the armed services have been extended by all passenger-carrying railroads until 31 Jan 1956. This means that you will be able to take advantage of the reduced rates while traveling in uniform while on written authority for leave, pass or furlough, including liberty cards but not identification cards.

Tickets will be good only over the same route in both directions for 30 days from date of sale and will include regular stopover and baggage privileges.

You will not be able to purchase furlough-fare tickets for travel under orders, travel out of uniform, or one-way travel.

• **CLASS A SCHOOLS** — Voluntary obligated service requirements for Class A schools have been lengthened by BuPers Inst. 1510.7A which became effective 1 Jan 1955.

If the length of a course of study is 20 weeks or less you now must have two years of obligated service at the time of entry into the school, instead of the previously required 18 months.

Obligated service requirements for a course of 21 to 40 weeks duration is three years; for a course of 41 to 50 weeks, three-and-one-half years; and for any course over 50 weeks the obligated service required upon entry into the course is four years. Previously, the requirements were two years, two-and-one-half years and three years respectively.

Obligated service requirements for Class B and Class C schools remain unchanged.

• **NAVAL SECURITY GROUP** — Full details on eligibility requirements and methods of application for duty with Naval Security Group activities have been made available in BuPers Inst. 1306.23B.

Generally only personnel in the ratings of ET, TE, RM, YN or PN who are in pay grades of E5 and below will be accepted for this duty. Only those whose training, experience or aptitude indicate an unusual fitness for duty with the Naval Security Group will be granted a waiver from this rule.

Navymen in applicable ratings who wish to apply must meet the

eligibility requirements for a cryptographic clearance as set forth in instructions issued in accordance with Article 1511, OpNavInst 5510.1A. In addition they must have less than eight years' total military service and have at least three years' obligated service remaining on their current enlistment. An agreement to extend in order to obtain the minimum of three years obligated service is acceptable.

All personnel transferred to duty with the Naval Security Group will be required to qualify for and request change in rating to communications technician within a period of three years. If they fail to do so they are then transferred to other duty.

Details of the method of application for this duty are listed in the instruction.

• **BROKEN SERVICE REENLISTMENTS**

Men in certain pay grades of 56 ratings who have been discharged more than three months but less than one year may be reenlisted in the same pay grade they held, provided the reenlistment is effected by 30 Jun 1955.

Note that the reenlistment bonus will only be paid if they reenlist within 90 days of discharge.

Former Navymen in the following ratings are eligible under this program: QM1, QM2, QM3; RDC, RD1, RD2, RD3; SOC, SO1, SO2, SO3, TM2, TM3; GM2, GM3; FTC, FT1, FT2, FT3; GSC, GS1, GS2, GS3; AQC, AQ1, AQ2, AQ3; GFC, GF1, GF2, GF3; MNC, MN1, MN2, MN3; ETC, ET1, ET2, ET3; IM1, IM2, IM3; OM2, OM3; TEC, TE1, TE2, TE3; RMC, RM1, RM2, RM3; CTC, CT1, CT2, CT3; YN2, YN3; PN2, PN3; MA2, MA3; SK1, SK2, SK3; DK2, DK3; CS2, CS3; SH2, SH3; JO1, JO2, JO3; LI2, LI3; DM1, DM2, DM3; MU1, MU2, MU3; MM1, MM2, MM3; EN2, EN3.

MR1, MR2, MR3; BT1, BT2, BT3; EMC, EM1, EM2, EM3; IC1, IC2, IC3; ME2, ME3; FPC, FPI, FP2, FP3; DC2, DC3; PM2, PM3; ML2, ML3; SV1, SV2, SV3; CE1, CE2, CE3; CD1, CD2, CD3; CM1, CM2, CM3; BU1, BU2, BU3; SW1, SW2, SW3; UT1, UT2, UT3; AT1, AT2, AT3; AC2, AC3; AE1, AE2, AE3; AM2, AM3; PR2, PR3; AG1, AG2, AG3; TD2, TD3; AK2, AK3; PH2, PH3; HM2, HM3; DT2, DT3.

QUIZ AWEIGH

Some two thirds of all Navymen will be taking the annual CPO exams or the semi-annual exams for other petty officer grades this month. So "take five" from your studies and see how well you can do with our monthly quiz—one or two of the questions could possibly help you out in your exam.



1. This twin-jet aircraft is the (a) AJ-1 Savage (b) PSM Marlin (c) F7U-3 Cutlass.

2. This plane is used as a (a) fighter (b) bomber (c) photo reconnaissance plane.



3. The Navymen is working on a (a) guided missile (b) drone (c) rocket.

4. If you've answered the above question correctly, you'll know that it is used as (a) a gunnery target (b) a test for radar equipment (c) a missile to down enemy aircraft.



5. When you see a ship flying this pennant, you'll know that (a) she's recently been commissioned (b) has the SOPA on board (c) she's headed back to her home port.

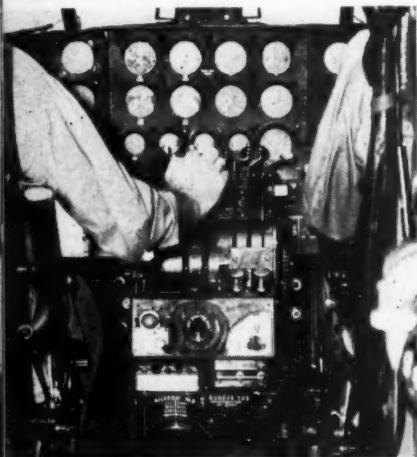
6. To qualify for this pennant, the ship must have (a) been commissioned within the past year (b) three men on board who have been attached to the ship since commissioning (c) spent at least a year overseas away from her home port.

You'll find the answers to the quiz on page 55.

Get Your Thinking Cap New



A WAY TO FLOAT sodium fluorescin dye in water and (below) another dial to detect carbon monoxide in cockpit of airplanes are needed.



MELTING THIS for drinking water is big problem for which answer is sought. Right: More colored smoke is wanted.



FOR A LONG TIME the Navy and other U. S. armed forces have been plagued by a comparatively simple problem. It is to produce "an inexpensive method of rapidly converting snow and ice into drinking water in quantity."

You're wrong—"Melt it" isn't the complete answer.

If you give the situation a moment's thought, you'll realize that a great deal of concentrated heat is required to melt enough snow and ice in the quantities required for personnel uses as well as the operation of even a comparatively small vessel. Before melting, there's the problem of designing and creating sufficiently large containers to be capable of withstanding the heat required to melt the snow or ice. Your gadget can't take much room because someone must find a place to store it aboard ship.

The more you think about it, the more interesting the problem becomes. If you are intrigued by puzzles of this nature, you'll be interested in a pamphlet which contains a special list of technical problems which have been frustrating the military for a long time. It has been compiled and issued, with the cooperation of all the armed forces, by the National Inventors Council, a branch of the Department of Commerce.

In its 24 pages are listed a great variety of problems ranging from the need for a practical method of destroying tell-tale tracks of men on foot or in vehicles across snow fields, to intricate technical problems such

as the development of a new type of communication that need not depend on electrical impulses, electromagnetic waves or sound waves.

These puzzlers do not necessarily conflict or overlap with those research programs now in progress by the Office of Naval Research or the research activities of the other military services. Most are of crucial interest to all the armed forces as well as other government agencies or civilian enterprises and, as such, solutions are welcomed from any source.

Since the formation of the Inventors Council in 1940, more than 300,000 proposals have been submitted for possible use. Many of these have resulted in untold savings in men, material, time and money.

The Council is not only interested in problems listed in their booklet, but will welcome any item that might be of interest to the military services, "anything from toothpicks to tanks."

Some of the listed needs which Navymen might find interesting to think about are:

- A new type arresting hook material that will satisfactorily perform its function under the severe service conditions presented by off-center arrested landings, including the impact loading and high energy heat evolution which is caused.

- A simple, inexpensive, lightweight and small device to indicate the presence of carbon monoxide in the cockpit or crew spaces of aircraft.

- A method of floating sodium fluorescin dye just below the surface

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PUT IT

New Ideas Are Needed

of the water to prevent too rapid dispersal in rough water. The sodium fluorescein dye which is currently in use to mark objects or humans in the ocean, sea or lakes, is heavier than water and tends to sink out of sight.

- New methods of making colored smokes.
- A means, other than sonic, for determining direction and range of an underwater target.
- The development of aircraft instrument dials and markings which will have improved readability for both day and night use.
- Development of lightweight equipment for translating speech into writing, which can be put into general use.
- Development of a chemical or other material that will melt snow or ice at temperatures as low as -65°F . for use on runways. The material must have no corrosive effect on metals used in aircraft.
- A radical method for rapid discharge of large quantities of military supplies from ships.

A total of over 200 problems are presented in the listing and while many of them do not apply directly to the Navy or Marine Corps, but rather to the Army and Air Force, it is a distinct possibility that Navymen can help supply some of the answers.

In the past few months several Navy inventors have come forth with ideas that have saved the Navy money and time. While these inventions weren't listed by the Council, they might well have been.

A run down on Navy inventors would go into the hundreds, maybe the thousands, for as one man put it, "there is a little of the inventor in each of us." For them, and all Navy-men, the list is a challenge.

It's a simple matter to submit an idea to the Council. No special forms are required and the services of an attorney are not necessary. They would like to have each proposal submitted as a separate document and typewritten if possible. The description should be as complete as the inventor can make it and should include the following information:

- Some reference to the principles underlying the apparatus.
- A discussion of any experimental work or tests that have been conducted.
- The particular points of novelty or superiority of the invention as compared to existing devices or practices.

To get the list of problems or to submit an idea that may help solve one of them, write to either the Inventions Evaluations Branch, Office of Naval Research, Washington 25, D. C. (the liaison office between the Navy and the Council), or directly to the National Inventors Council itself, the U. S. Department of Commerce, Washington 25, D. C.

So there you are. Put on your thinking caps. Maybe you can expound on the idea to melt snow and ice. Who can tell, your idea may be the one that will work. You never know till you try. —Bob Ohl, JO1, usn.



GIANT 'SKY HOOK' to unload with one sweep and (below) a chemical to take the 'elbow grease' out of snow removal are present problems.



PUT IT IN WRITING. Simple way to convert speech into writing and (right) stronger arresting hooks are needed.





FAMILY COMBOS—MIDN CPO (now ENS) S. Boggs and father; F. W. Sparkman and son; Buss twins, Tidaback bros.

WAVE

Navy Family Album Features Reunions

THE U. S. NAVY is one big "family." Made up of many different "clans," such as the Smiths, Joneses, Samps-sons, Davises, Tates and Rataczaks, there are probably more blood-brother, father-son and brother-sister combinations on duty in the Navy than in any other outfit of comparable size.

You don't have to take our word for it. "Seeing is believing" is the old saying, so take a look on these pages and see for yourself. Most of these relatives aren't serving on the same ship together, and it's a big event when they get together for a reunion at home or abroad. Incidentally, official regulations concerning the assignment of male members of an immediate family to the same ship are contained in BuPers Inst. 1306.33 of 29 Apr 1953, and *BuPers Manual* (1948), Articles C-5203 and C-5209.

Some of the photos on these pages show sets of brothers and fathers and sons who do serve together; others are of members of an immediate family who have enjoyed reunions thousands of miles from home. Take the case of the Scott boys from Lyman, Miss., for instance.

Edsel was an airman serving in *uss Randolph* (CVA 15) and the last he'd heard, his brother James, a seaman, was stationed at Charleston, S. C. It had been almost a year since they'd last seen each other.

What Edsel didn't know was that

James had since been transferred to *uss Murray* (DDE 576). So when the two ships were in the same port in the Mediterranean recently, James made a bee-line to the aircraft carrier to visit Edsel. It was like old-home week when Edsel felt a tap on his shoulder and turned to see his brother.

The opposite to the Scott boys' reunion is the story of the Davis brothers, Elbert and Leroy. These two brothers from Beaufort, S. C., joined the Navy together in 1929 but they've never had a reunion. The reason is quite basic—the two men have never been separated during their 24-year naval careers. Since their original enlistment, the Davis brothers have served together onboard *uss Concord* (CL 10), *uss Colonial* (LSD 18), *uss Cabot* (CVL 28) and *uss Tarawa* (CVA 40).

Their only two shore-duty billets have been at AGRS, Charlotte, N. C., and NAS Weeksville, N. C. The two brothers, both chief machinist's mates, were transferred to the Fleet Reserve last year.

Another set of brothers, the Rataczak twins, can almost equal the Davis's record. During their 18 years' naval service, Donald and Arnold Rataczak, both chief commissarymen, have served together for 14.

After enlisting in Joplin, Mo., in 1935, the twins served in the gunboat *uss Jamestown* (PG 55) and *uss Detroit* (CL 8) before being

separated during World War II. After the war, the Rataczak twins joined forces again in *uss Sierra* (AD 18) and on shore duty at Norfolk, Va.

Another interesting sidelight on the Rataczak twins' careers is that they have both made all their rates at the same time, including their acting and permanent appointments to chief petty officer. Incidentally, both brothers were married in 1947. To twin sisters, of course!

Although it is unusual nowadays to hear of brothers having served their entire naval careers together, it's not out of the ordinary to see brothers serving together in the same ship. All of these cases, naturally, are at the requests of the individuals. According to the instruction concerning assignment of brothers to the same ship or station, transfer of members of the same immediate family to the same units may be made only if the personnel concerned are eligible for transfer under provisions of current directives and provided further that such transfer is consistent with the needs of the service.

A good example of the Navy's being a big "family" is the Folks brothers serving in *uss Whetstone* (LSD 27). Macie and Tracie Folks, 21-year-old twins and their 23-year-old brother Arlie, are the "active duty" segment of the Folks clan. Two others from the Folks family, brothers to the

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WAVE K. Reeves and father; LT P. Anderson and sister Trudy, AC1; Wielgoszynski brothers; Henry and Theodore.

Whetstone's trio, are in the inactive Naval Reserve.

Here are some other recent instances where brothers, mostly through "the luck of the draw," have been assigned to the same ship for duty.

- Stanley Sampson, RM1 USN, and Louis Sampson, RM2, USN, are serving in *USS Power* (DD 839) and are touted to be the best radiomen-brothers in the Atlantic Destroyer Fleet. Stanley, the ship's "speed king," can transmit and receive at 45 wpm while brother Louis is capable of 35 wpm.

- The attack aircraft carrier *USS Princeton* (CVA 37) isn't claiming any sort of record, but among her crew, at last count, there were 39 sets of brothers.

- On board the cruiser *USS Columbus* (CA 74), there are seven sets of brothers as well as a father-son combination.

- Lieutenant Paul Anderson, USN, and his sister Trudy, AC1, USN, had to wait more than 10 years before being assigned duty together. After they were sworn in together in 1942, their respective naval careers didn't cross until they met in 1953 at NAS Norfolk, Va.

- Numbered among the crew of the destroyer tender *USS Piedmont* (AD 17) are 23 sets of brothers.

- *USS Bryce Canyon* (AD 36) has 10 sets of brothers among its crew while the attack transport *USS Lenapee* (APA 195) numbers nine sets of brothers on board.

Although there are many instances of brothers serving at the same duty



PART OF THE 39 sets of brothers get together for photo on board *USS Princeton* (CVS 37). Below: Sampson brothers—Stan and Louis; J. Potts and father.





NAVYMAN Roland E. Ingrando, SN, USN, met his brother, Raymond, a Marine second lieutenant, in Korea. They had not seen each other for two years.



CHIEF MACHINIST'S MATES Leroy (left) and Elbert Davis celebrate 24 years in Navy. Below: Tracie, Arlie and Macie Folks catch up on news from home.



station together, there are also many, many other sets of brothers and father-son combinations in the Navy who have never been—and probably never will be—assigned together.

But during the course of their careers, as Navymen or Marines, the paths of these men usually cross, although probably thousands of miles from home. Take the case of Robert and John Tate of Athens, Ohio. The two brothers hadn't seen one another for more than four years. Robert was a first class yeoman in the Navy and brother John was a Marine.

Robert was serving with the U.N. peace negotiations team in 1952 and John was attached to the 7th Marines when they met in Korea—a long way from Athens, Ohio.

Another reunion story to arrive recently at ALL HANDS told how a father met his son whom he hadn't seen in over four years. Homer B. Potts, CSC, USN, serving in *uss Bataan* (CVL 29) met his son in a Navy uniform for the first time when they met in Sasebo, Japan.

Chief Potts' son is a seaman serving in *uss Piedmont* (AD 17) and the two had a brief but happy reunion when their two ships happened to be in port at the same time.

Some Navymen can't wait to see their young offspring in uniform and on duty with the USN. What do they do? They outfit their youngsters with a set of whites and make them "Sailors for a Day."

Young Frank W. Sparkman, III, son of Frank W. Sparkman, Jr., BM1, USNR, had the experience of being a "Sailor for a Day" on board *uss Valley Forge* (CVA 45). Rigged out in a sparkling white uniform, complete with a first class boatswain's mate crow, young Frank spent a day as "Master-at-Arms" on the "Happy Valley." Of course, it'll be a long time before young Frank III can officially join the ranks of the "Navy Family."

While it will be some wait for Frank III, the Navy will always have a big "family." Younger brothers, and even sisters, follow the example of the older sons and their fathers in joining the sea forces.

These brothers and father-son combinations may at some time get assigned duty together. But even if they don't, it's quite likely they will meet up with their Navy relatives when and where they least expect.

—Rudy C. Garcia, JO1, USN.

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Little 'Old Salt' Inspects the Ranks

IT WAS QUITE AN AFTERNOON'S experience for the recruits of Company 227, NTC, Bainbridge, Md., when they were inspected by an "Old Salt" who had spent more than half of his life at the Center.

The "salty one" turned out to be little Billy McCaul, Jr., son of Quartermaster First Class McCaul, who sporting his best "dress blues" was properly received and straightaway started his task as fast as his two-year-old legs could carry him.

In spite of his small stature and short passage of years Billy proved to all that he was to be justly called "Old Salt." After being appropriately met at the door by the company commander, Chief Engineman Guy M. Rose, USN, he proceeded to

inspect the ranks of new sailors and their lockers in true naval tradition—complete with a bawling out for an incorrectly stenciled hat, the righting of a drooping neckerchief, and a demonstration on how to stow gear.

Following the formalities of the "inspection" Billy relaxed and "let the boys gather around to hear a few salty yarns" to carry into Navy life.

Top: Billy inspects the ranks. Everything was "looking up." *Upper Right:* Chief Rose extends greetings to Billy. *Lower Right:* Billy gives brief lecture on how to wear the neckerchief, saying "that's what my Dad would have done." *Lower Left:* Recruits listen to salty yarns. That's Billy's proud Pop sitting next to him.

—Jack Upham, PN3, USN.



Breaking Through the Paper Barrier



OKAY, SO YOU DON'T like paperwork. You're in good company.

Chances are pretty good that protests against "paperwork" have been underway since the time mud tablets were first scratched by stylus. No doubt, Phoenician sailors grumbled at the time wasted in filling out forms just as much as yeomen, captains and admirals grumble, wince and sigh as they attack the mountains of paperwork required to operate our present-day Navy.

One of the classics in this category is that of the Duke of Wellington, who expressed himself to his superior in rank in this fashion:

"My Lord: If I attempted to answer the mass of futile correspondence that surrounds me, I should be debarred from all serious business of campaigning. I must remind your Lordship—for the last time—that so long as I retain an independent position, I shall see that no officer under my command is debarred, by attending to mere quill driving in your Lordship's office—from attending his first duty—which is, always has been, so to train the private men under his command that they may, without question, best any force opposed to them in the field.—Wellington."

History is silent as to the effectiveness of his comments—but not as to his success in combat.

However, your Navy *is* doing something about "mere quill driving."

While paper-saving efforts had been underway for some time before the outbreak of World War II, the need was fully realized when the outbreak of hostilities put a greater pressure than ever on space, time and manpower utilization. Previ-

ously, most ships and stations had been keeping records for many years on the assumption there was always room to stow them "just in case we might need them someday."

It was discovered that the paper workload posed a real threat to the fighting efficiency of the Navy's ships. Every inch was needed for accommodations for additional men and the stowage of supplies and ammunition. Every filing cabinet, every pound of paper meant just that much less space and weight available.

Planners received a real jolt when an unnamed researcher came up with this comparison:

- On 24 Feb 1814, the 42-gun *Constitution* captured two British men-o-war, *Cyane* and *Levant*, after a spectacular action of 40 hours. *Constitution* at that time had been in service 18 years. If an inventory had been prepared of her records before she went into that action, it would have shown a volume of material filling only two file drawers.

- On 11 Oct 1942, 128 years later, the *uss Boise* (CL 47) added another brilliant chapter to U. S. Naval history. In only 27 minutes of action, *Boise*, aided by other ships in the American force, sank two heavy cruisers, one light cruiser, and three destroyers. *Boise*, at that time, had been in service four years. An inventory of her records showed 240 file drawers filled with the paperwork then required in the running of a modern ship of the fleet!

On closer inspection, the researcher discovered that *Boise*, as compared to *Constitution*, had: 1) six times the tonnage; 2) two times the personnel; and 3) 120 times the volume of records!



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That was a thought-provoking comparison, even making allowances for the tremendous growth of the Navy during the past 150 years. Of course, a large part of that paperwork was—and still is—essential to the exacting requirements of a modern warship. But how did that huge volume of paperwork come about, and could anything be done about it? To answer the first question first, here's what had happened:

Since those early days of the good ship *Constitution*, a highly technical and complex fighting force had been developed through many improvements in ship and aviation design equipment and construction.

With every new development, policy was revised, new methods originated, new instructions issued. The Navy had to be prepared for any eventuality. This required close coordination of all ships and stations.

To operate effectively, the Navy had to write, distribute, interpret and maintain literally millions of orders, directives, vouchers, personnel actions, requisitions, and related reports and records.

This added up to a lot of paperwork. At one time, the Navy found it necessary to handle approximately 130,000 pieces of paper every minute of every working day. That translates, roughly, into 70,300 pounds of paper every hour.

It was realized that paperwork couldn't, of course, be eliminated completely but a practical solution had to be found. Some of the nation's best office management "brains" were called in.

Believe it or not, the first step was *another* form. It made good sense, though. It consisted of a questionnaire distributed throughout the Navy. Only two questions were asked: 1) *What forms and reports do you fill out and forward which you feel could be eliminated?* 2)

What forms and reports do you feel could be eliminated?

The results were impressive. When the tabulations were completed, it was found that everyone agreed that more than a thousand reports and forms could be eliminated without being missed. Some were modified. Another campaign resulted in more than 200 reports and forms being discontinued or modified.

The lessons learned during World War II laid the keel for Navy's present records management. This program has grown until it now includes techniques for *records disposal, reports and forms management, correspondence systems, directives systems, mail and file systems and the use of office equipment*.

Creating reports is (in some respects) like having children. The original cost isn't too great but the cost of handling or "bringing them up" is terrific. A Navy-wide reporting requirement can be established in a minute, but it may require thousands upon thousands of man-hours to collect the information. Nearly every report starts a whole series of "feeder" records and reports.

Today, the Navy attempts to eliminate those reports that are unnecessary, to combine those that are related, and to create new ones that are simple and easy to use.

The elimination of an unnecessary form can save money not only in the printing shop, but also in your ship or station, where many hours will be used in filling the forms, reading them, and filing them.

We are gaining in our battle against excess paperwork. In fiscal 1954 alone, here's what the Navy accomplished through the analysis of forms:

- 21,169 forms were eliminated.
- 6249 forms were revised.
- 12,006 forms were standardized.

- 3161 forms were consolidated into 752 forms.

Here's a single example of what happened in a relatively small portion of the naval establishment: at the Shore Patrol area offices of one Naval District, a total of 44 different forms were being used to handle violations. After a study of the forms, it was found that five standard forms could do the job as well as the original 44, and much more cheaply.

Simplifying the forms and procedures meant an annual savings of 9000 man-hours for shore patrol personnel *in that district alone*.

Another example was the complete inventory report on ordnance material required of each ship and station in the Navy. By using punch card equipment, the Bureau of Ordnance now forwards previously prepared lists of ordnance material to ships and stations.

All the vessel or activity has to do is make the necessary changes to the list and return it to BuOrd. This little change has saved the Navy 225,000 man-hours annually and has made reporting easier for everybody concerned.

In fiscal 1954, BuOrd alone eliminated 2362 reports and 1427 reports were revised. It is estimated that more than a million man-hours were saved throughout the Navy through the elimination or revision of these reports alone. That's like adding 550 people without extra cost. And that is just one case of the man-hours saved in the fight with paper.

Reports and forms, however, are but a little part of the Navy's "paper snowstorm." Such matters as letters, mail handling, Navy directives, old records and office machines play a big part in the Navy's paperwork problem.

Here are some of these items and what the Navy is doing to help you



to accomplish your job as a "paper mate."

• 1,000,000 Letters, 1 Style

Letter writing in the Navy probably occupies more time than any other single job. Tens of thousands of letters originate daily in offices of ships, stations and the bureaus. Millions of man-hours are consumed in preparing, receiving and processing these letters.

Navy manages its correspondence by deciding what styles of letters are best and establishing those styles as uniform for all activities. Since everyone who is involved in reading or writing Navy letters goes by the same set of rules, handling of correspondence is made easier.

Besides, you don't have to learn a new set of rules when transferred from one billet to another. The time saved in training alone is worth thousands of dollars.

• Keeping Up with The Mailman

Every day in an office brings a new batch of incoming mail and a new stack of papers to be filed or routed. Mail handling and filing are often monotonous and tedious tasks. Yet the effectiveness with which an entire activity does its job may depend very directly on the speed and accuracy with which you handle these office operations.

In mail handling, the problem frequently lies in the fact that either *too much mail is controlled or the control system is too complicated*. Too much control might mean, for instance, a policy of logging in every incoming communication or document at one or more places. As a rule, only a small percentage of the papers that enter an office actually needs such rigid control.

Uniformity in the Navy's filing methods is aided considerably by the *Navy Filing Manual*, which has been in effect for more than 30 years. Its rules are so flexible that it can be

used for all but a very few highly specialized files.

Yet it provides enough uniformity so that if you are familiar with it, you can go into any file room and in short order, file and locate material.

• Navy Encyclopedia of Know How

It wasn't so long ago that written instructions were issued under a variety of labels: *circulars, bulletins, memoranda, pamphlets*, and so on. Each had its own kind of identification—either serial number or combination of letters and numbers. They were filed in a variety of ways and different ways used for revisions.

Now, under the Navy Directives System, most information is issued either as an Instruction or Notice, depending on whether the material is to remain in effect permanently or only temporarily.

Each directive is assigned a subject number according to a table used throughout the Navy. This conveniently groups all information on a subject regardless of the activity originating the directive. The new system also distributes directives on a need-to-know basis, which has substantially cut down the number received, read and filed by each activity.

• Throw It Out!

Records disposal techniques is the art of knowing what to throw out, and when. It has perhaps the most easily measured financial benefits of any of the records management techniques. The plan is clear and easy to follow. Based on disposal schedules, records are removed from active files and either destroyed or sent to a naval records management center where they are inexpensively maintained.

Records in the centers are eventually destroyed or sent to the National Archives for permanent retention. Schedules have been approved for the destruction of nearly 99 per cent of all Navy records. This decreases the number of files han-

dled while preserving records of permanent value. Also, there is a saving in space needed for filing equipment. Space is one of the most essential items aboard ship.

• Making Molehills out of Mountains

Many records can be economically microfilmed. A file drawer of documents will go on a reel four inches in diameter and one inch thick. For example, blueprints for a transport plane will occupy over 35 cubic feet and weigh more than 900 pounds. On microfilm, these same blueprints will fit into less than a half cubic foot and weigh only 16 pounds.

• Enter Electronics

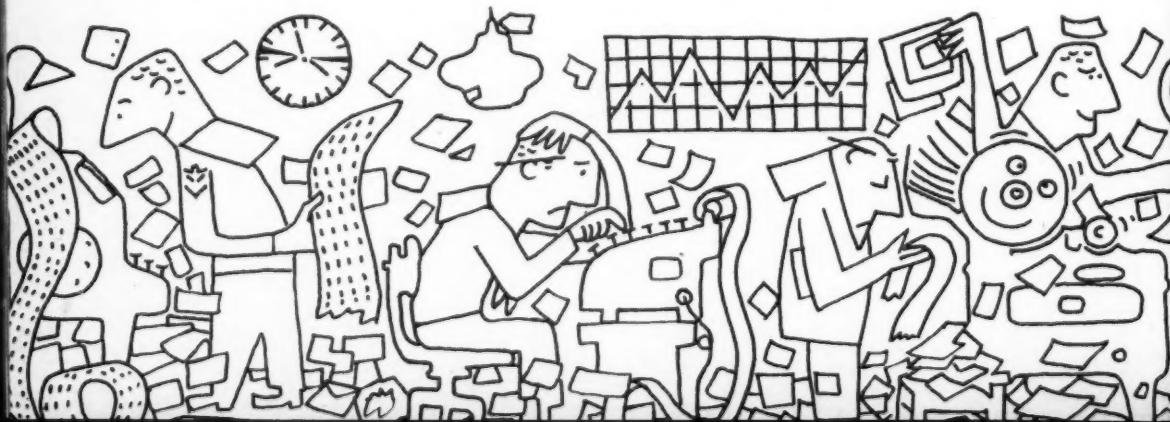
Just as in gunnery and navigation, electronics is stepping in to make office operations swifter and more automatic and accurate. So rapidly are strides being made in office machine improvements that people are beginning to talk of the "mechanical offices" of tomorrow.

When a machine can perform an office task efficiently, it not only saves money but frees a man previously tied up in paperwork. An important part of the Navy's paperwork management program is to help activities determine what jobs machines can do and then assist in selecting the right machine.

• What Can You Do To Help?

Accomplishing the paperwork management mission in the Navy is an "all hands" job. Every office in the Navy, from those in the Pentagon to those on the smallest ship, must do its part to carry it out. It requires thinking about what you're doing and developing easier and more efficient ways of getting the paperwork jobs done.

Naturally, the mission won't be accomplished overnight. Set up a timetable to carry out your plans. You'll defeat the purpose if you upset your entire operation and then end up with the attitude that things



Is Paperwork Getting You Down? Here's Check-Off List

What can you do in the Navy's battle with paperwork management? In the accompanying article some of the basic problems were presented—with their solutions. Here are a few more which you can readily apply, whether you're a division yeoman or the commodore of a destroyer squadron.

• **Review**—Check all the reports that you are required to submit and those that others submit to you. Determine whether the reports are still serving their original purposes. Make sure that all the information is being used.

What would happen if some of these reports were eliminated? If they can't be eliminated, is it possible to combine one report with another? Find out if your subordinates are spending more time reporting the information to you than the information is actually worth.

• **Check Your Forms**—Are the different forms you're using the best you can obtain? Is the form current? Is the information needed? Are there clear-cut instructions for the use of the form? Are the forms you're using at your particular activity good enough to be standardized and made available to other ships and stations in the Navy?

should have been left the way they were. Start in one place and settle that problem first.

A good place for each of us to start is at our own desk. How does it look? Is the top the picture of efficiency? How about the drawers in your desk? How about your INCOMING, OUTGOING, HOLD

using the right machine for the right job. Make sure that your office equipment is being used and maintained properly. Don't keep surplus equipment around. Would a revision in your methods make some equipment available for other tasks? Don't order any new equipment unless you're absolutely sure you need it.

The above ideas are just a "starter." Once you get underway, you'll probably see many other things you can do to increase your office efficiency.

Since every man in the Navy is directly affected by paperwork, it naturally becomes an "all hands" project. First off, though, see what you can do about swabbing down your own deck.

As you develop new ideas, talk them over with your leading petty officer or division officer. Your commanding officer and division officers can get a lot of good advice from the local management staff, the management staff of your bureau, and the District Records Management Office.

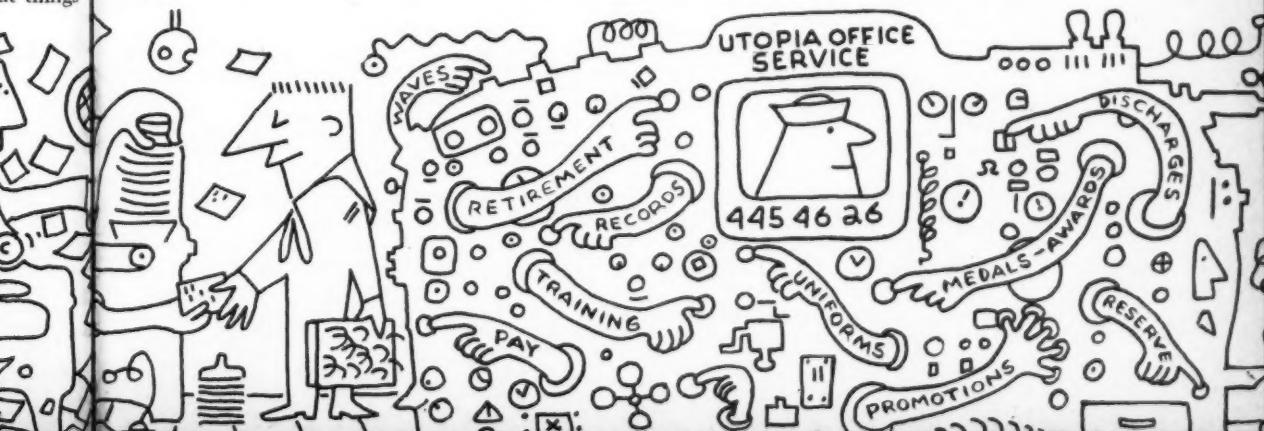
The idea is that as each activity in the Navy, from the small tug to the Office of the Chief of Naval Operations, improves its individual office methods, a chain reaction will be started that will benefit the entire Navy.

and FILE baskets? Are they emptied every day?

What about the papers that cross your desk? What do you do with them? Should you be receiving them? Do you receive any that don't concern you? How about your filing, storage and supply cabinets? How are they maintained and do they

need cleaning out?

Wherever we turn, there's paperwork around us. It's been with us since the days of our forefathers and it will be around long after we're gone. Although we'll never defeat it, we can eliminate a lot of the unnecessary paperwork and make our job much more enjoyable and efficient.





CALL OF THE SEA—In shipping over this sailor wants to know about service benefits and G.I. rights that he will retain.

What About My G.I. Bill Benefits?

The announcement of the "terminal date" of 31 Jan 1955 for Korean wartime service benefits has raised a number of questions among Navy readers. The following article will serve to answer most of these questions, particularly as they apply to Navymen interested in shipping over for another tour. Certain legal aspects of the proclamation may be subject to interpretation; additional rulings that affect Navy veterans will be covered in future issues.—ED.

PETE BROWN, SN, a first-cruise sailor, has a problem on his hands. His enlistment is drawing to a close and he is undecided about shipping over. There are certain aspects about returning to civilian life that appeal to him. But there are certain aspects about continuing life in the Navy that appeal to him, too. They just about equal out.

"These various veterans' benefits a man receives when he gets out of the service," he reasons. "If I re-enlist, won't I miss out on them? I understand that January 31 is the final date for Korean wartime benefits. What effect does it have on me?"

Very little. That terminal date principally affects men who first enter the service after 31 January. Men in the Navy before that date are entitled to both peacetime and wartime benefits of the Korean conflict. If Pete ships over now, most of those benefits will continue after the end of his next cruise.

"If I leave the Navy now, I'll be considered a veteran," says Brown. "But I don't see how I can be a veteran if I ship over."

It doesn't make any difference whether Pete leaves the Navy or re-enlists—he'll still be a veteran. Here's what happens: When Pete re-enlists, he'll receive his DD Form 214—his 'Report of Separation from the Armed Forces of the U. S.' He receives this form at the end of each enlistment whether or not he re-enlists. You might say his 214 technically qualifies him as a vet for the purposes of veteran benefits. This is the form needed for GI home loan provisions.

Pete has a shipmate who is a PO3 with a four-year enlistment and a one-year extension behind him. He has shipping-over problems, too.

"I like my duty," says the PO3. "And even my wife thinks it's pretty good. But I'm still not sure about going for twenty. I like the reenlistment bonus and the service benefits. But what would I be entitled to in the way of veterans' benefits if I sign up for another four years? We're thinking of buying a house. Won't I miss out on home loans, for instance?"

Not necessarily. The PO3—or you, or any other enlisted Navymen—is entitled to both service benefits and veterans' benefits when he ships over. He is, of course, entitled to the big three service benefits: reenlistment bonus, mileage allowance and lump sum for unused leave. In addition, there is the mustering out pay to which his service before 31 January entitled him. That amounts to quite a tidy sum—as much as \$1800 in some cases. As a Navymen, the PO3 can buy a house whether or not he uses his GI loan.

At the end of his next enlistment, he will still be entitled to most, or perhaps all, of the various Korean GI Bill benefits he rates at the end of his present cruise.

He would also, of course, be entitled to the traditional veteran benefits which the government has provided for many years. Some of them go back to the Civil War. Homestead preference is one, for example, which was of considerable importance at one time and is still retained for those veterans who are interested. There is also hospitalization, as well as payment for service-connected and non-service-connected disabilities. Burial in a national cemetery is also included in this category.

However, Pete and his friend are both young and healthy and not particularly concerned about burial in any type of cemetery. It's more important for them to know that most, or perhaps all, of the Korean GI Bill wartime benefits are at their disposal. Although the date of 31 January has been set up as a "terminal date" for the Korean GI benefits, they have already established their eligibility by having had service in the Navy before 31 Jan and they'll keep it.

"Terminal date" is the date which the President set ending the right to receive entitlement to the Korean "wartime service benefits." It is 31 Jan 1955. Those Navymen on active duty before this date—whether on a first enlistment or a successive one—will be eligible for the Korean GI Bill benefits. Those coming on active duty for the first time after 31 January will not be eligible.

The situation for Navymen at the present time is comparable to those World War II sailors whose enlistments were drawing to an end in 1947.

On 25 July 1947—almost two years after the shooting had stopped—the deadline date was set up. That "terminal date" was 25 July 1947. Men



QUESTION MARK AT SEA—Maneuvering ships provide illustration of situation of a sailor deciding career.

on active duty as of that date were just as eligible for veterans' benefits as the men who were paid off the day the shooting stopped almost two years earlier.

A pamphlet (NavPers 15855A) goes into detail on all veterans' rights, benefits and privileges. Take a look at it in your free time.

The full story of G. I. rights, benefits and privileges are listed. For the purpose of discussing them here, they may be arranged in three groups: short-range periods of entitlement, intermediate range, long-range periods.

Group One Benefits — The first group of benefits is formed of those which hold for relatively short periods—periods of from 120 days on up to four years *after the end* of an enlistment. That is, the deadline dates for starting to take advantage of

these particular benefits occur within certain periods after the end of an enlistment.

Here are some of the Group One Benefits:

- **G.I. Education and Training**—The benefits under this heading are best known of the shorter-range group.

The deadline for completing Korean G.I. education is 31 Jan 1963. Since a maximum of 36 months of training or education is allowed, a man could start his education or training as late as January 1960 and still receive the full ration. A man must start this education, however, within three years after the end of an enlistment in which he was serving on 31 Jan 1955.

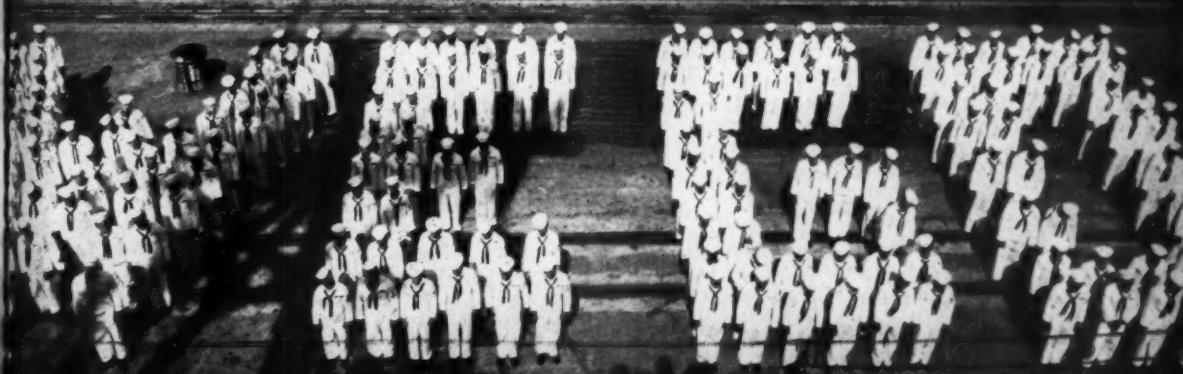
Put another way, a man who reenlists or extends his enlistment for two years this spring, summer or fall will have until the spring, summer or fall of 1958 to begin his 36 months of schooling. A Navymen could *extend* his enlistment for the full four years and still be entitled to this benefit.

- **National Service Life Insurance**—Entitlement to the following "post service insurance privileges" is also retained when you reenlist. These privileges apply after a period of service.

After a final period of service—whether it be a first, second, third or what have you—there is a certain NSLI grace period of 120 days being held open for you. If you apply within that time you may reinstate under certain conditions, both NSLI permanent insurance and term insurance without taking a physical.

- **USAFI Courses**—You have until nine months after a final period of service to complete a USAFI course started during that enlistment.

WHEN THEY "GO NAVY" they will want to know benefits they are entitled to and weigh advantages of Navy career.



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Group Two Benefits — This group takes in those "held for you" benefits with periods of intermediate length. They hold their entitlement from five to 15 years. You don't lose any of these by reenlisting now.

• **G.I. Loan** — Under the G.I. Loan—or more precisely, government guaranty of loans—the Veterans Administration guarantees payment of portions of loans. These loans may be used to purchase or construct a home, to purchase a farm or business, to buy farming or business equipment, etc. Since World War II, a large number of career Navymen have taken advantage of this benefit for home-buying purposes, even though on active duty.

Men on active duty with more than two years' service now have a new type home-buying benefit working for them—and available exclusively to persons on active duty. This is "housing insurance." Briefly, "housing insurance" gives the FHA authority to insure loans for men in service up to 95 per cent of the appraised value of the home, to a maximum of \$17,100. The Navy pays the mortgage insurance, which is one half of one per cent of the loan. This subject is fully discussed in Jan 1955 issue of *ALL HANDS*.

If you should use your "housing insurance" on your present enlistment you'll still be eligible for the G.I. home loan at the end of this enlistment. Whether you reenlist or not—it makes no difference.

What's more, if you have already used your G.I. loan privilege you may still apply for the "housing insurance."

The big picture at this point, however, is the "held for you" aspect of the various G.I. loans. For those on active duty on or before 31 Jan 1955 the final deadline for applying for

a Korean G.I. loan is 31 Jan 1965. And signing up for another term of service will not jeopardize your eligibility to this loan.

• **Discharge Review** — The deadline for this benefit (if you want to call it a benefit) is 15 years after the end of your enlistment.

• **Vocational Rehabilitation** — This is still another of the intermediate range benefits not jeopardized by re-enlistment. No specific deadline for initiating claim or beginning training has been set. Training based upon service on or before 31 Jan 1955, however, must be completed by 31 Jan 1964.

Group Three Benefits — The long term "held for you" benefits, rights and privileges form this group. More benefits muster under this heading than under the first and second groups combined. It not only contains several of the traditional veteran benefits, but a number that came into being during or after World War II.

The man now on his first enlistment will rate entitlement to them. So will the man who reenlists now. Even the man who puts in his "twenty" and transfers to the Fleet Reserve—except for Social Security rates—rates entitlement to them.

Here is a rather full round-up on the benefits in this group to which you are entitled:

- **Homestead rights**
- **Civil Service preference**
- **Farm loan benefits**
- **Hospitalization**
- **Domiciliary care**
- **Out-patient medical and dental treatment**
- **Prosthetic appliances**
- **Special "wheelchair" housing**
- **Social Security credits**
- **Burial in a National Cemetery**
- **Correction of service records**

And finally, monthly payments for:

- **Service-connected disability compensation** or for **Nonservice-connected disability pension**.

All the preceding benefits are provided by the Federal Government. Many of the states have set up their own provisions for assistance to veterans and their dependents.

Among these are: *unemployment compensation benefits, employment and Civil Service preferences, education opportunities for children of deceased veterans. Also, domiciliary homes for veterans, hospital benefits in state or county hospitals and land settlement benefits.*

As with the Federal benefits, a period of active service is the big factor in entitlement to these. And at present a second cruise is just as much a period of service as the first.

Included in the pamphlet is a category called "survivor's rights and benefits."

If you consult the pamphlet, you'll find these listed:

- **Reimbursement of burial expenses**
- **Certain Civil Service preferences**
- **Certain Social Security benefits**
- **Loan guaranty benefits for unmarried widows.**

The best known of this group are the monthly payments for death compensation or death pension.

The term *survivor* as used here does not necessarily mean the wife or children. In some cases it can mean the parents.

"It seems to me," says Pete, "that reenlisting at the present time or extending my enlistment won't jeopardize my eligibility for entitlement to the great majority of—what I mean is, shipping over won't throw a curve into my vets' benefits."

That's about the size of it.

—Wm. J. Miller, QMC, USN

WITH NEW INSURANCE LAW John J. M. Harper, Jr., AD2, USN was able to buy home at right while on active duty.



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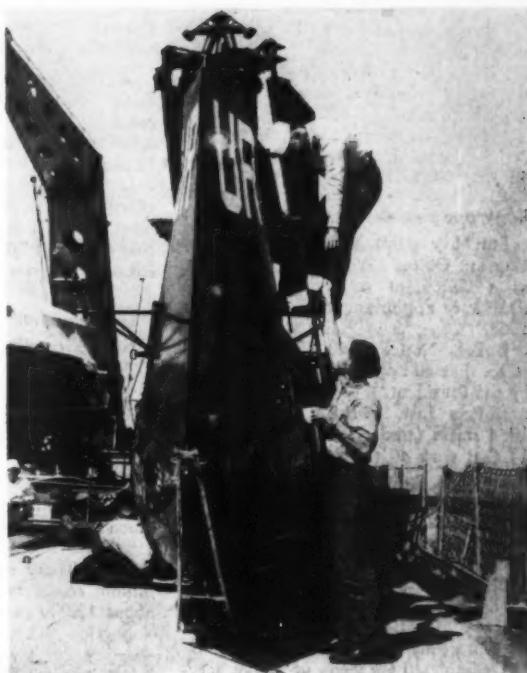
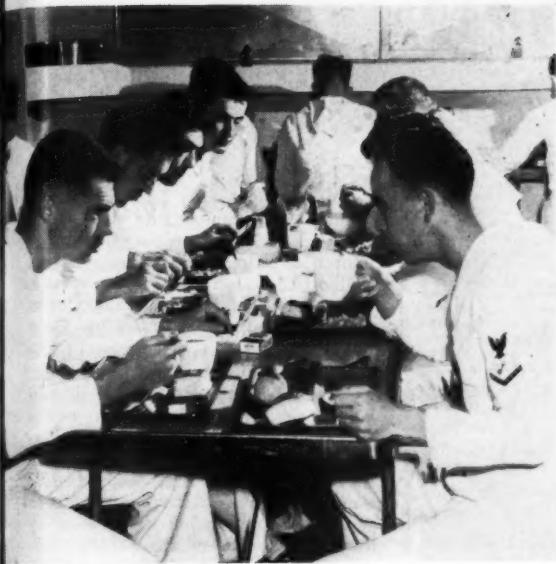
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Navy's Other Bean

YOU CAN NO LONGER SAY that the Navy exists on beans. Prior to World War II this was a popular joke. Today, the bean still plays an important part in the Navyman's life but it is the coffee bean rather than the Navy bean that has the high rate of consumption.

Whether you're just going on a midwatch or relaxing in quarters, a cup of "Joe" always hits the spot. Facilities for brewing these beans aboard ship range from giant 60-gallon urns, for mass production at meal times, to the simple pots scattered throughout the vessel at coffee messes catering to the desires of five to 10 men.

Upper left: An average of 120 gallons of coffee are consumed during daily meals by crew of a destroyer. *Upper right:* Working party stacks new supply of coffee on main deck. *Right:* Navy airmen take time for a slug of "Joe" while working on helicopter. *Lower left:* Big pot makes 60 gallons. Two are used for one meal on CA. *Center:* Little pot supplies five to 10 men at coffee messes throughout ship. *Lower right:* Highline brings in new supply of coffee at sea.



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LETTERS TO THE EDITOR

Travel on Space Available Basis

Sir: I am going on a Mediterranean cruise in the near future and would like to have my wife meet me in Europe. I've heard scuttlebutt to the effect that dependents can travel to Europe on military air transportation on a space available basis.

Can you tell me if this is true?—G. J. D., LTJC, USN.

• You've got the facts wrong. Dependents of personnel attached to ships operating in the Mediterranean are not eligible for travel via MATS aircraft on a space available basis. They ARE eligible for space available travel via MATS vessels provided your ship will be in the Mediterranean area for six months or more.

Further information on this matter can be found in BuPers Inst. 4621.1 of 12 Aug 1952.—ED.

Rank upon Retirement

Sir: My permanent grade is Chief Warrant Officer (W4) but I am serving as a lieutenant commander under a temporary appointment effective 1 Mar 1954.

BuPers Notice 1400 of 3 Sep 1954 states that all appointments are affirmed by the President.

BuPers Inst. 1801.2A dated 5 Oct 1954 states (under Part D(5) of Encl. 1) that rank on the retired list will be the one in which serving if appointed or affirmed under the Officer Personnel Act of 1947.

If I apply for voluntary retirement under the Act of 21 Feb 1946 (34 USC 410b) and the application is approved would my retirement pay be based on the pay of a lieutenant commander or on that of my permanent W4 grade?

I completed 23 years of active service in early December 1954.—A. E. D., LCDR, USN.

• If you apply for voluntary retirement under the Act of 21 Feb 1946 and it is approved, you would receive pay based on the rank in which you retire—in your case the rank of lieutenant commander.—ED.

Maintenance Training for RMs

Sir: Does the Navy still operate a Radio Material School? A broader education in electronics would enable a man in the radioman rating not only to operate his equipment more efficiently, but would lighten the load carried by the ETs.

As far as I can find out, there are no schools for radioman other than the

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Class "A" Radioman School, which is not enough to qualify a man to the point where he can restore electronic equipment to operation. Any information on this subject would be appreciated.—D.R.K., RMI, USNR.

• The Navy has been planning a Class "B" Radioman School for some time. However, budgetary considerations have prevented the establishment to date. The "B" school, when established, will include maintenance and other subjects relating to communications duty. At present, it is anticipated that the Class "B" school may be established in the next fiscal year.—ED.

Link in Anchor Chain

Sir: A couple of my shipmates and myself have been having quite an argument over the weight of the anchor chain on the USS *Coral Sea*. I say that one link of the chain weighs more than 100 pounds—am I right?—L. J. McG., FP1, USN.

• You win the argument, hands down—each link in the anchor chain of USS *Coral Sea* (CVA 43) weighs 156 pounds. There are 77 links in the 15-fathom chain, making the total weight about 12,000 pounds.—ED.



BIG LINK of anchor chain for new carrier USS *Forrestal* (CVA 59) weighs 360 pounds. It is believed to be the heaviest ever forged.

LDO Program

Sir: I competed for LDO in the December 1952 exams but do not know if I passed the exam or not. Could you inform me as to my marks and standing on the LDO selection list? Also, what is my standing on the Warrant Officer selection list?—R. J. L., QMC, USN.

• In regard to your first query, the Limited Duty Officer Selection Test, given annually to all LDO candidates, has no passing or failing grades and a man's achievement in this test is determined by his relative standing among all candidates who took the test. The standard score would mean nothing to you unless a complete distribution of the other candidates' scores were available for comparison purposes.

As for your second question, you were considered by the Warrant Officer Selection Board in 1952 but were not selected.

A Warrant Officer Selection board is scheduled to convene in BuPers in the near future.

Personnel who will be considered will be all Regular Navy and Naval Reserve chief petty officers and petty officers first class on active duty who have at least six years naval service and have not reached their 40th birthday, if originally enlisted prior to 30 Sep 1945. Personnel who enlisted after 30 Sep 1945 must not have reached their 35th birthday.—ED.

Retainer and Retired Status

Sir: I enlisted in the Navy on 10 Jan 1946 and was discharged three years later. I didn't join the Naval Reserve and in September 1954 I reenlisted in the Navy. What I would like to know is this: Can I retire after serving 17 more years to make a total of 20 years' service?—R. W., TN, USN.

• After you complete 17 more years' service, you'll be eligible for transfer to the Fleet Reserve, having served 20 years' active Federal Service. As a Fleet Reservist you receive "retainer" pay. An enlisted man may retire from the Regular Navy only after 30 years' active Federal service.

Your rating in the Fleet Reserve will be that in which you are serving at time of transfer. All active service, whether continuous or broken, is creditable for purposes of transfer to the Fleet Reserve. Six months or more of active service shall be considered a full year in computing years of active Federal service for transfer to the Fleet Reserve.—ED.

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How HMs Are Selected for FMF

SIR: I am a hospital corpsman on duty with the Fleet Marine Force at Camp Lejeune, N.C. I wonder if you would answer a few questions for me. Almost every corpsman I run into has a different answer for each of these queries.

(1) On what basis are corpsmen chosen for duty with the Fleet Marine Force?

(2) How much time must a corpsman serve with the FMF before he can go back to the Navy?

(3) Several corpsmen that I know have been transferred aboard ship to finish their sea duty after completing 12 months with the FMF. How is this possible?—S. G. F., HN, usn.

• Here are the answers to your questions.

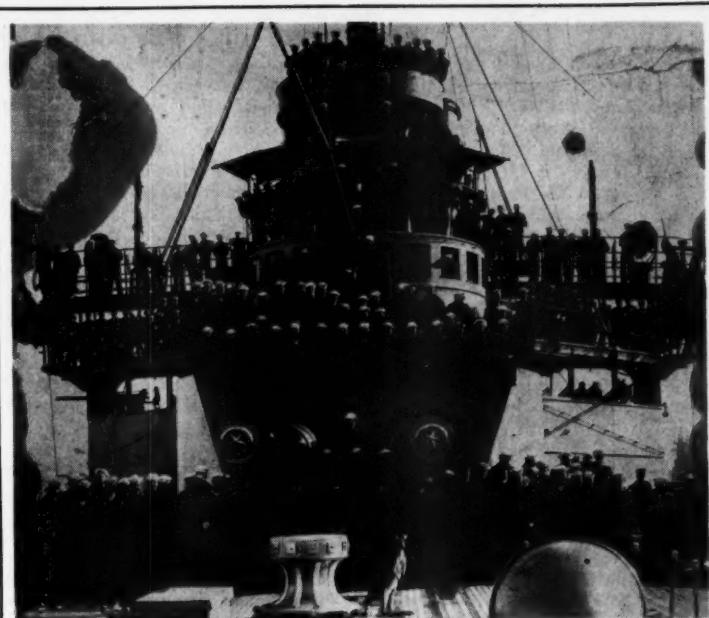
(1) The Medical Department of the Navy furnishes logistic support to the U.S. Marine Corps; therefore, members of the Medical Department are eligible for duty with the Fleet Marine Force. Hospital Corps personnel are made available, through quotas, to the Atlantic and Pacific Fleet commanders who are responsible for the assignment of personnel to the Commanding Generals, Fleet Marine Force, Atlantic, and Fleet Marine Force, Pacific.

There is no specific criterion for hospital corpsmen to be ordered to Fleet Marine Force duty. Fleet commanders furnish them in sufficient numbers as are required to carry out the Medical Department's mission with the Fleet Marine Force. The reason there are few Naval Reserve hospital corpsmen on duty with the Fleet Marine Force is that only a small percentage of the current Hospital Corps strength is made up of Naval Reservists on active duty.

(2) BuPers Inst. 1306.20B indicates that a hospital corpsman serving with the Fleet Marine Force is eligible to submit a NavPers 2416, which is a shore duty request card, when he has served 18 months on sea duty.

(3) BuPers Inst. 1306.20B requires that enlisted personnel in pay grades E-4 and below must have one year of obligated service computed from the transfer date set in the Bureau of Naval Personnel transfer directive to be eligible for orders to a normal tour of shore duty. If the HM does not obligate himself for the required service he will remain under the jurisdiction of the Commander, Service Force, U.S. Atlantic Fleet (in your case) or the Commander Service Force, U.S. Pacific Fleet.

BuPers Inst. 1300.19 gives administrative commands, afloat and ashore, authority to make distribution of enlisted personnel within their respective jurisdictions. Administrative commanders issue appropriate instructions for



BLUEJACKETS and officers of USS Wisconsin (BB 9) line up for picture while anchored at port of Algiers in 1909. Kangaroo was ship's mascot.

Here's Crew of 'Great White Fleet' BB When Pop Was a Sailor

SIR: After seeing the picture you ran of the officers of the USS Wisconsin (BB 9) (see November 1954 issue ALL HANDS) I remembered that I had a picture of the enlisted men aboard that ship taken in 1909 and thought your readers might be interested in it.

The photo was taken in Algiers, Algeria, in January 1909 when the Great White Fleet was on its famed round-the-world cruise. At that time Wisconsin was flag ship of the old 4th Division, which included USS Illinois (BB 7), USS Kentucky (BB 6) and USS Kearsarge (BB 5).

The kangaroo was one of the animals presented to the U.S. Navy during that cruise by the Commonwealth

of Australia. Each ship was given one and the animal in the picture ended up in a zoo in Boston, Mass., when the ship went out of commission some time around 1910.—C. V. Williams, GMC, USN (Ret).

• We agree that many of our readers will be interested in the picture, so here it is. One point we noted—so far as we can determine, there are only seven petty officers in the picture, which is a situation somewhat different from a vessel of the same size today.

You didn't say, but we assume you are in the photograph too. Perhaps some of our readers who were your shipmates can spot you (with the aid of a magnifying glass).—ED.

personnel to follow when requesting change of duty. With respect to the question of how to apply for duty aboard ship, you should refer to current instructions, in your case Commander Service Force, U.S. Atlantic Fleet Instruction 1306.2A of 18 Sep 1953, or to such other superseding instructions as may have been published by that administrative command.—ED.

Obligated Service Under OCS

SIR: I served ten months in 1945-46 as an enlisted man in the Navy. A few years later I found that I was still not considered a veteran, so after receiving a college degree I contracted to go through the Navy's OCS Program. I am

still on active duty with more than a year left to be served on an original contract of three years.

Is there any chance that my past service may be deducted from my present obligation since I have been in service for more than three years altogether?—K. F. D., LTJC, USNR.

• Former enlisted time counts for longevity purposes only. Your contract for OCS is a separate contract for the training you received. If you desire more information your attention is invited to the Recruiting Service Instruction 401.4 of 13 August 1952 which refers to OCS Contracts and to BuPers Inst. 1926.1A which concerns release from the service.—ED.

More Crews Sally Ships out of Tight Spots

SIR: I read with interest the letter from a Marine commenting on your article about "Sally Ship" and thought that you might be interested in an even later account.

In February 1954 I was on board *uss Edisto* (AGB 2) when that ship slid onto some heavy ice in the Strait of Belle Isle. We were unable to back off and get another running start at the pack ice. Although we were equipped with heeling tanks it was felt, since we apparently weren't caught too fast, that the crew could sally the ship off the ice.

The attempt was made with orders being passed over the P.A. system. However, the puny efforts of mere men weren't enough to budge the heavy icebreaker and we ended up using the heeling tanks. With these we broke loose and continued on our way.—J. L., BMC, usn.

SIR: In reading a recent ALL HANDS and your article on "Sallying Ship" it brought to mind the fact that long ago I had sallied ship in a dry dock.

It took place in the Norfolk Navy Yard back in 1940. I was serving in *uss Wainwright* (DD 419). She had been extensively altered and the Navy Yard was checking the roll and time of return by using the crew and large weights placed on deck to accent the roll.

This was all done in a filled and closed dry dock in order to obtain an accurate estimate of the initial stability of the ship.—O. B. S., BMC, usn.

SIR: You intimated in a recent issue

that additional "sally ship" incidents might be welcome.

The event that came to my mind occurred while *uss Maine* was steaming for New Orleans and the Mardi Gras in February 1917. We were making a cautious approach toward the southwest channel entrance to the Mississippi. A schooner, recently sunk off the jetty, made a safer course impossible. The plan was to steam parallel to the beach until the current caught our bow, then drop the port anchor, hold at 20 fathoms, wait until the ship swung with the current and headed us upstream, then go ahead slow all engines, pick up the hook and be on our way.

The special sea detail was on station, among them the main character of this tale, a man we shall call Smith. He was a plank owner, and had probably handled the assignment perfectly a hundred or more times. Everything thus far had gone according to plan. The approach was perfect. The current caught the bow and the word was passed, "let go the port anchor."

Away went the anchor with shot after shot of chain following. Frantic signals from the anchoring detail were to no avail. The chain continued to pay out at a tremendous rate. Poor old Smith had made one of the few mistakes in his career. He had turned the compressor wheel the wrong way.

By the time someone had taken over and corrected the error, the damage was done. In the starboard chains, I glanced up and was simply amazed

to see a small lighthouse, located at the end of a jetty, staring me right in the face.

A report to the bridge, "and a half three" brought a hasty order for another and more accurate sounding. The bos'n's mate that took over made it "and a quarter three."

The tide was running in and soon reached the flood stage. At that time all hands were piped topside where they proceeded to sally ship. From port to starboard and back again. Before long we felt her give and full ahead took us clear of the mud in which we had been stuck.—R. J. G., LT, usnr (Ret.).

• We didn't know that there had been so many "Sally Ship" exploits in the Navy. Seems as though every mail has several letters telling of a different type ship taking part in a maneuver of this kind. Another interesting variation is the "fishtailing" of LSTs and other amphibious warfare vessels, that is used to break suction when stuck on a beach.

It might be well to point out, in connection with the icebreaker mentioned above, that the heeling tanks referred to are a special feature of this type of ship. The heeling tanks are fitted amidships at the sides for sharply inclining the hull to and fro in order to free the vessel from the wedging effect of heavy ice. Strictly speaking, heeling is different from a sally, in that heeling is a to-and-fro motion while sallying is a side-to-side motion.—Ed.

Back Porch Duty

SIR: Navymen who have almost completed their 20-years' service are interested to know if anything is being done to renew the old "back porch duty"—the policy of transferring a man to duty nearest his home for the last six months' active duty in the Navy.

Is it permissible to request this duty, after one has applied for transfer to the Fleet Naval Reserve?—G. W. J., BTC, usn.

• Before the Korean conflict, it was the policy of BuPers to transfer personnel who were due for release from active duty after 20 years' service to a locality near their home for the last three months of active duty.

The Chief of Naval Personnel is well aware that the reinstatement of such a policy would be a great boon to the morale of these Navymen contemplating transfer to the Fleet Reserve. Such action has been given frequent consideration. However, the present shortages in trained personnel make reinstatement of this policy impracticable at this time.—Ed.

Lithographer's Rating Badge

SIR: A question has come up on board this ship concerning the rating badge of a lithographer. Can you tell us what the insignia on the rating badge stands for. We have two theories on this subject. One LIC maintains that it represents a knife and an opaque brush crossed. I maintain that it is two crossed knives, the type used in stripping a negative. We'll await your decision.—J. E. M., LI3, usn.

• "Uniform Regulations" gives this description: "Lithographer — Crossed litho crayon holder and scraper, pointing up; scraper uppermost, blade to the front."

As a result the decision is that neither you nor the chief can be acclaimed the winner.—Ed.

May Be Promoted Until Retired

SIR: I have received a letter from BuPers regarding the recommendation



of a board convened to study priorities for reversion of temporary officers. I will complete thirty years for retirement purposes on 22 Apr 1955, and the letter stated that my temporary appointment will be terminated on 31 May 1955. Therefore, I am submitting a request for retirement effective 1 Jun 1955.

In view of the above, information is requested as to the Bureau's policy relative to consideration for selection for promotion by boards that might meet between now and date of my retirement.

I understand that a board met on 30 Nov 1954 to consider selections from LT to LCDR in the Supply Corps. My date of rank as lieutenant places me within the zone to be considered. Will my prospective retirement eliminate my name from consideration for promotion?—F. M., LT, SC, usn.

• Unless you are actually retired before the date the selection board is adjourned, your name and records will be presented for consideration. If selected, you will be retired in the grade of lieutenant commander only if your appointment has been effected prior to the date of your retirement.—Ed.

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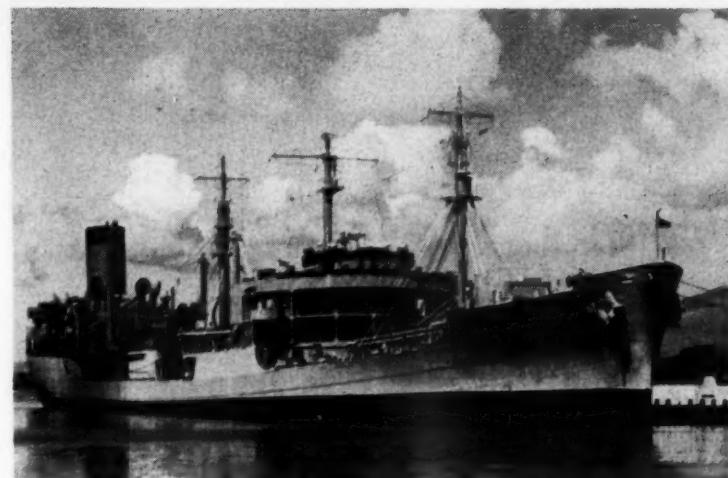
Men in Special Weapons Program

SIR: A recent BuPers instruction sets forth the sea/shore duty rotation program for enlisted men but this instruction does not include special weapons personnel. Will there be another instruction for Navymen in special weapons units?

The length of a "tour" in special weapons has been the topic of many discussions in our ship and has never been too clear in any of our minds. Some say it depends on the command and others say that BuPers controls the length of time a person will remain in a special weapons unit before being transferred to shore duty. Can you help clear things up for us?—B.J.S., EM1, USN.

• BuPers Inst. 1306.46 contains all the necessary information regarding administration of special weapons personnel, including information about sea/shore rotation. It abolishes the concept of a 36-month tour in special weapons with subsequent return to general service assignment. Tours of duty in the Special Weapons Program are now of unlimited duration. The directive establishes length of tours ashore in special weapons assignments as, normally, two to three years depending on the needs of the service. It also establishes a minimum period of not less than three years which must be served within the Special Weapons Program by those personnel who have received extensive training and experience in this program.

Special weapons personnel who desire assignment to shore duty must submit shore duty requests in accordance with BuPers Inst. 1306.46. This provision applies equally to all personnel serving in the Special Weapons Program who desire assignment to shore



USS Taluga (AO 62) is moored to wharf while serving with Pacific Fleet. The Navy oiler from home port of San Pedro is of Cimarron Class Fleet oiler.

duty either within or outside the Special Weapons Program. The instruction nullifies all requests for shore duty previously submitted in accordance with other directives and requires resubmission of shore duty requests in accordance with its provisions.

Technical personnel assigned to the Special Weapons Program may be released, upon written request, only upon completion of three years' service in the program. If shore duty outside the Special Weapons Program is desired, letter requests for release from the program must accompany the Shore Duty Request (NavPers 2416). Personnel serving in support billets, who have not received technical training at San Diego Base, will be ordered to duty outside the Special Weapons Program if

their services are not required upon completion of current tour.

BuPers Inst. 1306.46 was given limited distribution. Personnel who are attached for permanent duty to a special weapons activity but who are on temporary additional duty elsewhere should request their temporary command to obtain a copy of the instruction from the special weapons activity.—Ed.

Advancement on Retired List

SIR: ALL HANDS for June 1951 contains a statement that says, "An officer who has been specially commended by SecNav for performance of duty in actual combat for an act or service performed before 1 Jan 1947 will, when retired, be placed on the retired list in the next higher grade than that in which serving at time of retirement." Does this mean that the Navy Unit Commendation is classified as such a commendation if awarded under combat conditions?—G. M. C., LCDR, USNR.

• No. Unit awards are not creditable for such consideration. Only individual citations awarded by the head of an Executive Department (SecNav, President, etc.) are creditable for consideration for advancement on the retired list.—Ed.

Inductees in WW II Navy

SIR: A discussion has been going on in our office concerning the acceptance of draftees by the Navy during World War II. Were any civilians drafted into the Navy from December 1941 through V-J Day?—W. O. C., CHRELE, USN.

• The records of the Bureau of Naval Personnel indicate that the Navy started accepting inductees on 1 Feb 1943 and stopped on 30 Apr 1946.—Ed.

FLEET OCEAN TUG, USS Atakapa (ATF 149) sails through ocean waters near home port at Norfolk Naval Base, Va., while assigned to Atlantic Fleet.





CARRIER USS ORISKANY (CVA 34) is photographed from broad on the bow with her flight deck full of jet fighters during Far Eastern tour.

Dependent Travel

Sir: After I received permanent change-of-station orders at Yokohama, Japan, to report to USS *Oriskany* (CVA 34), my dependents accompanied me from Japan via government air transportation to the port of debarkation, San Francisco—the home port of *Oriskany*.

We then proceeded via privately owned vehicle to our "bona-fide" residence located at Albuquerque, New Mexico. My dependents remained there and I reported on board *Oriskany* for duty.

I maintain that current regulations provide for reimbursement for travel from point of debarkation to home port of vessel or to place selected by a Navyman to establish his home. But disbursing informs me that I'm not entitled to any reimbursement for travel performed by my dependents in connection with the aforementioned orders. Is this true?—J. M., SKC, USN.

• Personnel with seven or more years' service who are in pay grades E-4 and above, are entitled to transportation for their dependents from the port of entry in the U.S. to the home yard or home port of the vessel to which assigned. It is noted that in your case, the change of station was from Japan to USS *Oriskany*. The home port and home yard of *Oriskany* is San Francisco. The port of entry for travel from Japan in your case was San Francisco. Therefore, the dependents involved are not entitled to transportation from San Francisco to Albuquerque, N. M.—ED.

National Guard Service

Sir: I have about six months National Guard service behind me. Does this count as "Active Federal Service"

when I transfer to the Fleet Reserve?—J. H. B., CHMACH, USN.

• Active service in the National Guard of a state is not considered active Federal service for the purpose of transfer to the Fleet Reserve unless it was performed during a period when such State National Guard was activated and mustered into Federal service as an integral part of the U. S. Army.—ED.

Reimbursement of Pay Checkage

Sir: During August 1951 I reenlisted on board USS *Antietam* (CV 36). I elected to receive and was paid travel allowance from San Francisco, Calif., where the ship was located, to my permanent home in Spokane, Wash.

Recently the General Accounting Office originated a checkage of my pay, stating that *Antietam* was outside the continental limits of the U. S. when I reenlisted, thereby disqualifying me for travel allowance from San Francisco to Spokane. They claimed that I should have been paid for the distance between the nearest port of entry—Seattle—and my home, since the ship was outside the continental limits and no travel was performed.

My disbursing officer says that GAO is correct in its assumption that being in a ship and drawing sea pay is actually the same as being outside the continental limits—although my service record shows that I was discharged and reenlisted at San Francisco.

I feel that GAO was in error in determining the exact location of my ship when I reenlisted, since they stated that the reason for checkage was that my ship was outside the continental limits and no travel was performed. I do not believe my pay should have been checked, and that travel allowance should be from San Francisco to

Spokane regardless of whether or not travel was performed.—V. MCP., TMC, USN.

• Paragraph C-1402(5) of "BuPers Manual" prohibits discharge of members while at sea and provides that if your enlistment expires while you're at sea, you will be retained on board until arrival at the next port. Records of the Bureau of Naval Personnel show that you were discharged on board *Antietam* at San Francisco 15 Aug 1951 and reenlisted on board the following day, while the ship was still at San Francisco. So, since you were actually discharged at San Francisco, you are entitled to travel allowance in accordance with par 4157.2, "Joint Travel Regulations," for official distance between San Francisco, the place of separation, and Spokane, Wash., your home of record.

Apparently the pay record entry showing the travel allowance paid you merely indicated discharge on board *Antietam* and did not show location of the ship at time of discharge. GAO then based its Notice of Exception on that entry.

Since it appears that checkage of your pay has been accomplished in satisfaction of the Notice of Exception, you may submit a claim for the amount checked to the General Accounting Office, Claims Division, Washington 25, D. C., via BuSandA (F32). The claim should contain all pertinent facts mentioned herein including citation concerning the Notice of Exception and a copy of the accomplished checkage.—ED.

Know Your Nozzles

Sir: I would like to know if the initials "NPU," often seen in front of "Mechanical Foam Nozzle" in manuals and lesson plans, has any meaning. The nozzle itself is stamped with the words "Type, NPU." Are there any other types?

I also wonder where I can find the history of this nozzle.—W. S. R., QMC, USN.

• The initials "NPU" stand for "Nozzle Pick-Up Tube," for mechanical foam nozzles. It is frequently but inaccurately referred to as a Navy Pick-Up Tube.

There are many varieties of mechanical foam nozzles with nozzle pick-up tubes sold commercially. Some other nozzles are: the Fixed Foam Nozzle (FFF), Fog Foam Nozzle Adapter (FF), Navy All-Purpose Nozzle (NAP) and the All-Purpose Nozzle (AP).

It is not known who developed the NPU nozzle. It may have been a patented item at some time in the past, but if so, the patent apparently has expired, since most commercial suppliers can furnish mechanical foam nozzles based on the same principle.—ED.

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Navy Almanac To Be Compiled

SIR: We at the Air University, Maxwell Air Force Base, Ala., would like to obtain, for research purposes, a copy of a publication containing significant historical dates (in the order of an almanac) of happenings in the U. S. Navy or Naval aviation. Can you help?—J. S. A.

• Not yet we can't. However it is understood that the Office of Information, Navy Department, is in the process of compiling such an almanac. When it is ready for release you can be sure that ALL HANDS readers will be among the first to know.—ED.

Display of Ensign and Union Jack

SIR: Recently a television film commemorating the 100th anniversary of Mare Island Naval Shipyard was shown in the San Francisco area.

Several "shots" of the old days showed ships moored at MINSY—and apparently the national ensign was being flown at the bow on several of the Navy's former capital ships.

How long was this display of the ensign practiced, and when was it changed to the present means of display?—A. R. Y., ET2, USNR.

• No available record or history shows authorization for the flying of the ensign from the bow of Navy ships. Indeed, as far back as 1913, "Navy Regulations" authorized the Union Jack to be flown from the "jackstaff."

It may be that you mistook the stern of the ships as the bow. Early cruisers and battleships all had pointed sterns which could easily be mistaken for the bow when compared to modern construction. Moreover, the pointed construction prevalent in battleships during the 1920s could be misinterpreted as a destroyer bow of the present day vintage.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS Chicago (CL 14) — The 35th annual reunion of the World War I crew, 1917-1920, will be held on 16 Apr 1955 at McCallisters, 1811 Spring Garden St., Philadelphia, Pa. For information and reservations contact Paul A. Kline, 17 West Park Avenue, Oaklyn 6, New Jersey.

• USS Massachusetts (BB 59) — A reunion of former officers and crew members who served in this ship during World War II and until decommissioned will be held at Hotel Beaconsfield, 1731 Beacon St., Brookline, Mass., on 14 May 1955. For further information contact Paul S. Vaitses, Jr., 97 Larchmont Rd., Melrose, Mass.

Information on Personal Flags

SIR: I'm going to take the exam for QM1 and I would like to know what publications I might use to study up on personal flags for officers and officials of foreign navies.

No one seems to know in what publication these flags may be found.—J. A. W., QM2, USN.

• The information you seek can be found in Jane's "Fighting Ships" at the beginning of each section. You can also find it in "Flags of the World," edited by H. G. Carr.

It is also understood that the Army is planning a very comprehensive book

on this same subject, intended for future publication.—ED.

New Jersey Is Not from Missouri

SIR: While reading your September 1954 issue of ALL HANDS, we crewmen of USS New Jersey (BB 62) were very interested in your article "What Was The Heaviest Single Salvo of Naval Guns?" on page 22. However, your caption states that USS New Jersey has the hull number of BB63. This was probably a typographical error; however, your magazine is doing a splendid job of bringing the latest—and straightest—information to all hands.

Everyone is entitled to a mistake once in a while. Keep up the good work.—A. C. R., PNSN, USN.

• That wasn't our first one. You're correct when you say the caption should have read "USS New Jersey (BB 62)." Thanks for your compliment and your contribution toward the accuracy of ALL HANDS.—ED.

Retroactive Pay

SIR: Last May, I received word that I had passed the test for AG3, but since I was in a naval hospital as a patient, I could not be rated until I was returned to duty. Since then, I've returned to duty and have been promoted. I would like to know if the rate, and the pay, is retroactive to May?—M. K. S., AG3, USN.

• Yes. A review of your duplicate service record reveals that your advancement to AG3 was effected before the limiting date and the effective date for all purposes, including pay, is 16 May 1954.

Since this advancement has already been reported to BuPers, it is assumed that your pay account has been credited accordingly.—ED.

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Washington 25, D.C.

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Swimming the Arctic Circle

WOULD YOU GET COLD FEET if you had to jump overboard into the frigid waters of the Arctic Circle in mid-winter? The airmen of Patrol Squadron Ten didn't, when they voluntarily took a swim in the icy waters of Iceland's Keflavik Bay to test their anti-exposure suits.

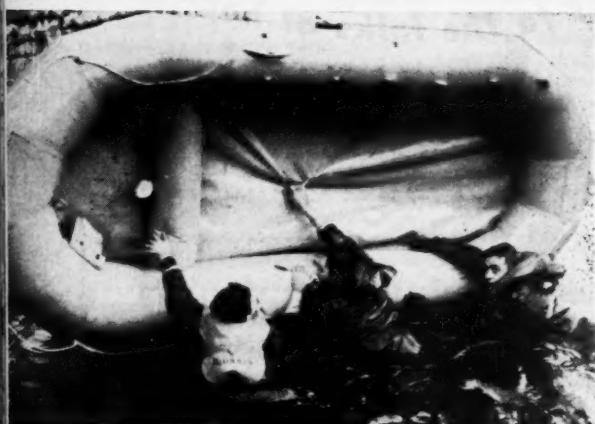
The swimming party was arranged shortly after VP-10 had relieved VP-16 for patrol duty on this Atlantic island located just below the Arctic Circle. The Navy airmen decided that it would be a good idea to get some first hand knowledge on how the squadron's cold water survival gear really worked in the cold waters they were patrolling.

Led by their skipper, Commander Robert J. Fleming, USN, pilots and aircrewmen donned their cold water survival suits that are specially designed to protect flyers who have to ditch their planes in arctic waters. Then they all waded out into the wintry waters of the Keflavik Bay.

Staying in the water for over an hour the airmen practiced getting in and out of life rafts and how to right one when capsized. Each of the squadron planes is equipped with a seven-man life raft that is automatically released in event of a water landing.

The "Blue Noses" of VP-10 agreed that a swim in arctic waters is nothing to get "blue" about if you are wearing an MK-4 anti-exposure suit. In fact, the protecting suits made the wintry dip a great sport.

Top: Winter splash was enjoyed as the airmen practiced survival techniques. Right: What the well dressed arctic flyer should wear is pictured as VP-10 men get ready for a flight. Lower Right: Men practice righting a raft.



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Survival Skills That Really Hold Water

SWIMMING IS MORE than an exercise or a sport to the Navyman. At any time, some sailor somewhere may have to swim for his life. While you may feel that the chances are very slim that *you* will ever find yourself in a situation where you will have to "swim for your life" it's a good idea to know what to do—just in case. It will be too late to learn after you are in the water.

The swimming skills and lifesaving techniques you have already learned in recruit training may someday save your life or help you to save someone else. Remember these skills and practice them whenever you have the opportunity. The chart on the accompanying pages points out the important things to remember if you are to survive at sea. Study the chart and combine the information on it with the knowledge you already have and you won't go wrong.

The following pointers are not intended to teach you how to swim. They are aimed to indicate basic factors or problems you may have to face, and explain how to face them.

How to Breathe

No matter how far or how fast you can swim you will never feel quite "safe" in the water until you have mastered the proper breathing techniques.

In swimming almost all the breathing is done through the mouth. The inhalation is taken entirely through the mouth and the air is exhaled by the mouth with some coming out through the nose. If you keep your face flat in the water there will be no tendency for the water to enter your nostrils and you will avoid that "smothered feeling."

If you are a good swimmer you have probably already acquired "rhythmic breathing." This is nothing more than breathing in series—inhaling through the mouth as your head is rolled to the side and exhaling through your mouth and nose as you turn your face downward beneath the surface. You don't hold your breath, and the series is uninterrupted. While simple in itself, rhythmic breathing is of very great importance to the swimmer since it is relaxing, and also, adequate ventilation of the lungs at regular intervals is vital to continuous swimming.

Learn to Relax

To be really "comfortable" in the

water *you must learn to relax*. Half the battle for survival at sea lies in your ability to relax and keep your spirits up. There is no need to panic, for water will support practically all of your weight. Some swimmers mistakenly believe that it is necessary to keep the arms and legs moving to stay afloat. They don't realize that the body's natural buoyancy will serve to keep them on the surface. A lot of effort is wasted by struggling to stay afloat—effort and energy that could be used to make progress in swimming to safety.

A safety factor of great value is also found in acquiring the ability to float or rest in a floating position on your back. After swimming for some time you may become tired and may need a rest—at such a time if you have the ability to turn on your back and rest in a floating position it may be a factor in saving your life.

Jelly Fish Float

Another means of resting is the "Jelly Fish Float." After taking a deep breath, submerge your face and slowly slide your hands down your legs until they reach your ankles. Don't try to bend your knees or lift your feet. As a rule, even before your hands reach your ankles, your upper body—which has of course been gradually submerging—begins to buoy you up and your body is suspended at the surface with your rounded back showing above the water.

The "Bobbing Jelly Fish" is an amazingly simple skill and is based upon your ability to control your

breathing and to do the Jelly Fish Float described above.

It is a survival skill designed to save your life in the event you are forced to remain afloat without aids while you are waiting to be rescued.

Here's how it is done:

- Assume a Jelly Fish Float position. Allow your arms to hang suspended toward the bottom, drop your head so your chin is on your chest. Allow your legs to hang free and relaxed. Hold your breath. Remain in this position as long as it is comfortable.
- When you need a breath of air, simply move your hands up and forward below the surface and, at the same time, exhale through your mouth. Note that your hands are extended forward just below the surface at the end of this phase. You then press your hands down and back as in a *Butterfly Breast Stroke* and at the same time lift and turn your head to one side, inhaling through the mouth when you rise to the surface.

- To go back down, slowly allow your hands to move back to their free hanging position, return your face to the water with your chin on your chest and you will hang suspended like a jelly fish. When another breath of air is desired you just "bob up" as before.

- If, in returning to the jelly fish float position you should go down too deep after taking a breath of air, you may use a modified flutter kick or scissors kick with your feet to put you near the surface. However, in most cases if a swimmer secures an adequate supply of air his body will remain at the surface in a satisfactory floating position.

Swimming Through Fires

It is not advisable to attempt to swim through burning oil, flames or debris—but it is possible to swim under them. If you ever find it necessary to jump into oil or flames, remember to jump *feet first* from the side of the ship facing the wind. To make the jump, take a deep breath, hold your nose and keep your feet close together as you learned in recruit training. A kapok jacket or inflated life belt should never be worn when it is necessary to swim under water. Clothing should be worn as a protection against flames or debris but your shoes should be removed as



ENTERING THE WATER

There are many ways of entering the water, some right and many wrong. Remember, your actions influence others. Obey orders. Keep calm. Don't get into the water sooner than necessary. Your method of entering the water may vary according to whether you are on a ship, plane, small craft, or life raft.

CLOTHES



Keep your clothes on. You may need them later. Stow your hat inside your shirt. Shoes can be taken off in the water and saved by tying to yourself or floating driftwood. They may come in handy later. Shirts and trousers can be inflated to improve floating aids. Discard chin-strap helmet before jumping.

LIFE JACKET



Fasten securely. If it is the pneumatic type, do not inflate it until you are in the water and well away from the ship. If it is the kapok or cork type, be sure to hold it down while jumping. (See below.)

CLIMBING DOWN



If possible, lower yourself into the water by sea ladders, cargo nets, knotted lines or even fire hose. A pair of gloves for climbing down will help to prevent badly skinned hands. Don't rush the other fellow, and once in the water, get out of the way of those following you.

JUMPING

DON'T dive head first! If you must go overboard in a hurry, jump feet first. Even jumping is dangerous and should be done only when necessary. Jump to the windward from the lowest possible part of the ship and from the bow if the propeller is still turning. Consider the possibility of submerged objects, floating debris, and other personnel in the water. Look straight ahead when starting your jump and don't look down while in midair. (It may throw you off balance.) Keep the feet tightly together and the body straight. Grasp the nose with one hand and hold the opposite shoulder with the free hand over the hand holding the nose. Return to the surface by looking upward and swimming toward the surface. If the surface of the water is covered with burning oil, swim through it by splashing a path in the water ahead of you. Remember to swim into the wind to protect yourself from the ship drifting down on you and from burning oil. If explosions are likely—swim on your back. Stay close to others until help arrives.



DISTANCE SWIMMING

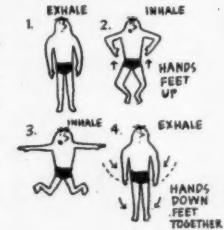
A variety of strokes is desirable to enable you to maintain yourself in the water to reach land or floating objects. Any one of these quiet, steady strokes, shown below, may be used exclusively or alternately with others as a restful change. They are adaptable to carrying equipment, to saving others, or in case of injury. All of these strokes are recommended as energy savers, and will enable you to cover long distances with a minimum amount of effort.

HUMAN STROKE



prone position
reach and press down
flutter kick

ELEMENTARY BACK STROKE



on the back
draw up arms—extend—press back
inverted breast stroke kick

SIDE STROKE



side position
reach and press
scissors kick



prone position
reach and press side
breast stroke kick

BREAST STROKE



prone position
reach and press side
breast stroke kick

SURVIVAL SWIMMING

Know and check your ship's safety equipment before emergency happens which compels you to take to the water. Learn to help yourself and for you to be able to help others. Don't be an overboard.



Remember it is simple to stay afloat most important the ability to remain afloat with no effort for a time. Relax—don't waste a moment to control it's the number one survival skill through the away from the breaking sea. Chances of survival fears are lessened when one has time in his ability.

FLOATING AIDS

Debris can be a friend always a foe. Life jacket—oars, waves, kegs, and barrels will keep you afloat to inflate your

TREADING WATER



Maintain a vertical in the water, submerge. The usual arm motioning (hands moving) were smoothing sometimes move in a scissor kick, or breast kick.

FLOATING ON THE BACK



Keep head back, focus in the water, and arms outstretched one side or over the water. Remember palms UP and the body can be moved by moving backward. Relax develop a definite

BOBBING JELLY FISH



If you have lost your life vest and no other available, this will keep you in a primary advantage of affording a position, this method is also clothing, treating and scanning the

assume jelly fish float position—hold breath



to rest,
remain in
this position
as long as
possible
arms and legs hanging free and relaxed...

exhale

exhale

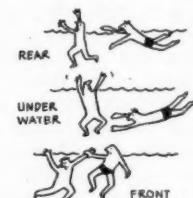
move hands forward below the surface

(This skill can be modified to attain some forward motion by extending arms forward)

RESCUING OTHERS

Successful aid to your shipmates depends on your presence of mind, skills, and strength to carry them out. Not that just showing your know-how in staying afloat will do. Possibly we all that is needed. But—if a shipmate need, in a state of practice of proven lifesaving techniques, your confidence

APPROACHES



Prepared by ALL HANDS

Navy Department of Naval

VIVA SWIMMING

When emergency happens. Be prepared for the rare occasion. Learn to help you stay afloat long enough for help to come. Don't be an overboard!—know your ship's safety regulations.

STAY ALOAT

To stay afloat the most important survival skill is afloat without effort for an extended period. Waste as little energy as possible to control your breathing—survival skills through the mouth—your face and head. Chances of survival are increased and one chance in his abilities to remain afloat.

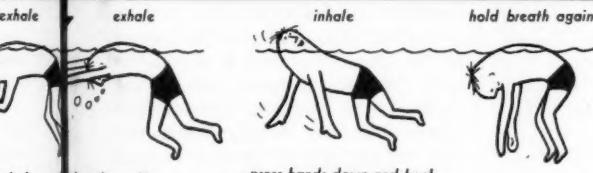
Can be a friend or a foe. In addition to your arms, wrists, legs, and other floating debris you afloat to inflate your shirt or trousers.

In a vertical position in the water, submerged to the chin. arm motioning (hands moving as though you are swimming) move in a vertical flutter kick, back, or breast kick.

STAY BACK
Head back, float in the water, back well arched or outstretched side or overhead back in the water. Remember palms UP and chest high. Position body by moving arms forward and back. Relax to develop a definite breathing pattern.

STAY FLOAT

If you have lost your floatation device or if no floatation device is available, this will keep you afloat. While its advantage of affording a long range resting position, this method is also useful for removing debris and scanning the bottom. See text for instructions below.

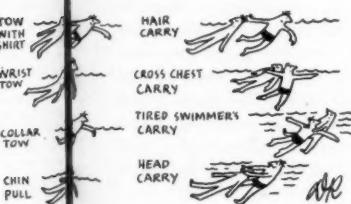


... by extending arms forward and doing a scissors kick as your face goes back in the water.)

RESCUE OTHERS

Success depends on the presence of mind, knowledge of lifesaving techniques, and the will to do. Possibly words of encouragement may be all that is needed. In a state of panic, or unconscious, your technique or confident action may save his life.

SWIMMING RESCUES



February 1955
Department of Naval Personnel



UNDERWATER SWIMMING

If there is danger on the surface, swimming under the water can be an exceedingly effective protection. Such hazards as floating debris, flaming oil, strafing and flying missiles can be avoided by swimming a few feet below the surface. This is an invaluable skill for recovering objects and for lifesaving tactics.

SUBMERGING



If you are swimming along the surface and find it necessary to submerge quickly the feet-first surface "dive" is recommended. Start with the body in vertical position, arms extended along the surface of the water . . .

THEN press down on the water with your hands, at the same time snapping the legs together in a vertical scissors kick. This action will lift you higher out of the water. Keep your body straight and your feet together and the weight of your body will start you down . . .

AS YOU DROP BELOW the surface, and your head is submerged, sweep your arms (with the palms up!) in a wide arc to the side and overhead to force yourself deeper into the water . . .

TO LEVEL OFF to swimming position, curl up in a ball by bending forward at the waist, pull the knees up, reach forward and start to kick. Keep the chin tucked into the chest to insure remaining under water.

BREATHING AND SURFACING

TO SURFACE and replenish air, lift the head and swim upward. Break the surface of the water and inhale through the mouth, submerge immediately as above. Exhaling is done through the nose and mouth at intervals while swimming to reduce internal pressure.

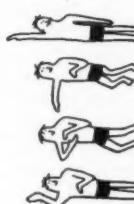
BURNING OIL ON THE SURFACE can be cleared by splashing vigorously with the arms in a swirling motion as you break the surface.

STROKES TO USE

HUMAN STROKE



SIDE STROKE



BREAST STROKE



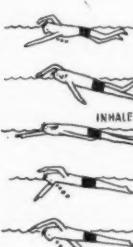
SPEED SWIMMING

While the over-arm strokes are tiring to average swimmers because the arms must be brought out of the water, they are of value when bursts of speed are needed. Because of falling debris, ship's suction, burning oil, and other personnel jumping into the water, the area near a sinking ship is dangerous—you'll want to get away as soon as possible. A speed stroke is imperative also for rescue work, to escape enemy action, and to catch up with a lifeboat or raft.

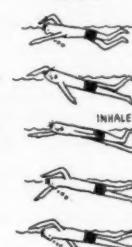
OVERARM SIDE STROKE



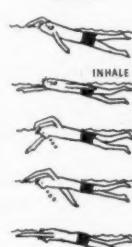
TRUDGEN STROKE



TRUDGEN CRAWL STROKE



AMERICAN CRAWL STROKE



BACK CRAWL STROKE



side position
single over arm
scissors kick

INHALE
prone position
double over arm
scissors kick

INHALE
prone position
double over arm
scissors and flutter kick

prone position
double over arm
flutter kick

on back
double over arm
flutter kick



CLOTHING CAN HELP you stay afloat. Here, sailors gain confidence and know-how in practice drill by making 'water wings' with their inflated trousers.

they slow your underwater progress.

You should stay under water as long as possible. When you need air, come to the surface with your arms above your head. When your hands break the surface, you should immediately begin beating away the burning oil with a circular thrashing motion. When your head breaks the surface, turn your back to the wind so that you will not be facing the smoke and flames, and keep beating away the burning oil. Take a deep breath and submerge, using a feet first dive. Swim underwater as before, to the windward, until you are out of the burning oil or it is necessary for you to come up for air.

Avoiding Cramps

Violent movement in the water, long swimming or continuous swimming in cold water may cause muscular cramps. These are most likely to occur in the arch of the foot or in the calf of the leg. Their greatest danger is that they will induce panic. The swimmer who is seized by a cramp should take a deep breath, bend forward in a Jelly Fish float position and slowly but firmly knead the cramped muscle. After releasing the cramp the swimmer should change his stroke before continuing to swim. Next time you go swimming, practice this method of curing a "make believe" cramp—it might save your life someday.

Clothing—Help or Hindrance?

If it is necessary to remove your clothes while in the water to make better progress, remove the heaviest articles first. By using the position described for treatment of cramps, the shoes (if you still have them on) may be taken off.

To remove trousers you could assume a back float position, unbutton them, slide them down over your hips and flutter kick out of them. Another position frequently used to remove trousers in the water is the Jelly Fish

float position. Remember that clothing is a real protection against exposure and only clothing which seriously interferes with your ability to keep afloat should be removed.

Your clothing can also come in handy to keep yourself afloat. Your jumper or shirt may be inflated by tying knots in the cuffs and collar, blowing air in the opening and holding it under water. Your trousers may even better buoys than your jumper.

After the trousers are removed float them on the surface with the fly up, tie a single knot in each leg, then take one side of the waist in each hand and work the garment around on the surface until the legs are at the back of your head and neck. Then flip the trousers over your head and bring the waist down smartly on the surface, trapping a good pocket of air in each leg. Next, gather the waist together under the water and hold it in one hand and you will have a fine pair of "water wings" or "water legs."

Helping Others in the Water

In your efforts to reach a life raft or lifeboat keep a lookout for your shipmates. Some of them may be wounded or otherwise unable to swim to safety and you may be able to help them. But be sure you know

How to Make Like A Bobbing Jelly Fish

The "Bobbing Jelly Fish" and other survival techniques are described in detail in a recent 16-mm black and white film prepared jointly by the U.S. Navy and the American Red Cross.

Navy activities may obtain copies of the film *Swimming for Survival* (MN 9198) from their nearest appropriate film library. The film is also available for purchase from commercial firms.

what you are doing before you start. A drowning person is usually far advanced in the stages of panic—his one idea is to keep his head above water so that he can breathe. Nine times out of ten a drowning person will try to grab some part of the rescuer's body or clothing in order to stay afloat.

As the rescuer you should try to reason with the victim as you approach him. Tell him exactly what you are going to do and how he can help. Be sure you don't panic yourself—if he sees that you are relatively calm it will help to put him a little more at ease. However, if the drowning man *does* grab you, dive under the water, taking him down with you. Underwater, a man who is panic-stricken will usually let go. Under no circumstances should a drowning man be struck. His system has already had sufficient shock to cause severe physical reactions and the added shock of a severe blow would only make him worse—it might even cause heart failure.

There are several methods of carrying the victim to the lifeboat or life raft. Select the method which best fits your own abilities, the condition of the victim and the distance you will have to carry him. Here are a few brief descriptions of the most common lifesaving carries:

- **Hair Carry**—This is the easiest of the carries because it allows the most freedom of movement on the part of the rescuer. The rescuer should turn on his side, slide one hand up the back of the victim's head to the top and grasp his hair tightly, leaving the rescuer's other arm and his legs free for swimming with a side stroke. The rescuer may swim on either side, changing hands whenever it is necessary to rest.

- **Head Carry**—The rescuer should swim on his back, holding the victim's head above water with both hands meeting under his chin.

- **Cross Chest Carry**—The rescuer should turn on his side, place his arm over the victim's shoulder, across the chest and under the opposite arm. The victim's body should be supported on the rescuer's hip and the rescuer should swim side stroke using his free arm and both legs. This carry may be done on either side, but should not be used for long distances because it is very tiring.

- **Tired Swimmer's Carry**—If the victim has enough control of himself to obey orders, he should be told to turn on his back, face his rescuer and

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spread his legs and then place both of his hands on his rescuer's shoulders with his arms stiff. The rescuer then assumes the position for the breast stroke and swims, pushing the victim ahead of him as he goes. The breast stroke is useful because it leaves the arms and legs unhampered for swimming and is only slightly more tiring than ordinary swimming.

Life Boats and Rafts

Once you have reached the lifeboat or life raft you are just about as good as "saved." The Navy, Coast Guard and Merchant Marine have equipped all lifeboats, rafts and planes with survival equipment adequate for emergencies at sea. It would be a good idea for you to become familiar with the boats and rafts on your ship, and the equipment they have on them.

While you are waiting for a rescue ship or plane keep your eyes open for signs of land.

- Large numbers of birds indicate some kind of land is nearby. Take special notice of the evening flight of any birds for most species return to land at night if they can.

- Fixed cumulus clouds in an otherwise clear sky are likely to have been formed over high or mountainous land.

- Take note of any stationary cloud — especially where moving clouds are passing by—for that little white cloud in the sky may be an indication that land lies beneath it beyond the horizon.

- Another sign of land is "lagoon glare"—a greenish tint in the sky or on the underside of a cloud, caused by the reflection of sunlight from the shallow water of coral reefs.

- The reflection of light from any surface such as land, shoal water, ice or snow may be reflected in the sky or on clouds and indicates land.

- Drifting wood or vegetation is another sign that land is near.

With the swimming skills and life-saving techniques you learned in recruit training, the information on the accompanying chart, the modern survival equipment on lifeboats and life rafts and the speed and accuracy of the Navy's search and rescue planes, the chances of survival at sea today are pretty much in your favor *if you keep your head*. If you remain calm and keep your spirits up you will find the battle for survival a fairly easy victory. Just remember that although you may have to "abandon ship" there is no need to abandon hope.

—Ted Sammon



HAWAII MARS—JRM waits on Clear Lake for weather to clear at NAS Alameda, Calif. Crash boat is used to take passengers and crew to shore.

There's a Seaplane Haven in Those Mountains!

When bad weather closes the seadrome at Headquarters Air Transport Squadron Two (VR-2) at U. S. Naval Air Station Alameda, Calif., the Navy's flying boats en route from Honolulu, T.H., are sometimes forced to land at Clear Lake—about 139 miles north of Alameda.

Although bordered on all sides by mountains, Clear Lake is, because of its size, an ideal place as an emergency landing station for the big flying boats.

It is 30 miles long, 11 miles wide and 110 miles around while the average over-all depth is only 26 feet.

Only four men operate this emergency alternate landing area which is restricted to daytime operations. The "station" at Clear Lake consists of a building, a portable radio van for transmitting weather re-

ports and a hygrothermograph for recording relative humidity and air temperature.

Adjacent to the property are the piers, a fuel tank with a 1000-gallon capacity and one Navy crash boat.

Whenever an emergency landing is made, the Clear Lake crew immediately speeds out to the plane in the crash boat and picks up the passengers.

The passengers may then be taken to restaurants in the locality where they wait until NAS Alameda is re-opened. Facilities at the emergency station are not adequate to accommodate a large number of people.

In addition to transmitting reports on local weather conditions from 0600 to 1800 daily the portable radio van maintains contact with Alameda flight control. P. S. The fishing is good too.



CLEAR LAKE station is small but important. The large area of water and shallow depth make an ideal landing for large flying boats.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Ship Is Named for Sailor's Dad

If David M. Kyes, SR, USN, could write his own orders upon graduation from recruit training it's a cinch that they would read, "proceed to *USS James E. Kyes* (DD 787) for duty." The ship is named after his father.

The elder Kyes, a commander during World War II, was a Navy Cross winner for his exploits during the sinking of *USS Leary* (DD 158). As the ship was going down CDR Kyes gave his life jacket to a crew member and sealed his own fate. Later the Navy named a new destroyer in his honor.

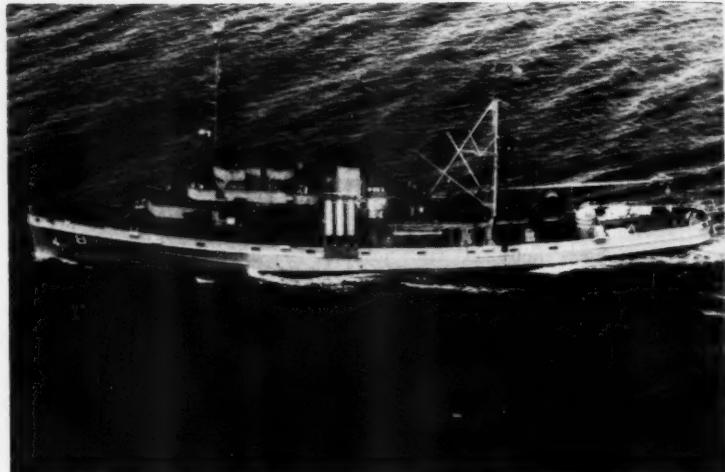
In addition to having a ship named after him, David's father, who was an avid mountain climber, has a mountain in the State of Washington named after him. He conquered the peak and cartographers now list it as Kyes Peak.

Young Kyes, presently at NTC San Diego, Calif., states that serving on board *Kyes* is his fondest desire.

Divers Dive Deep Down

Two Navymen from the Pearl Harbor-based submarine rescue vessel *USS Coucal* (ASR 8) came close to breaking the Pacific Fleet Diving Record by descending 440 feet during diving operations off the coast of Japan.

The two deep sea divers, J. T. McEneaney, MMC, USN and H. C. Chandler, MEC, USN were at first believed to have set a new Pacific Fleet Diving Record. However, official records revealed that they were 60 feet short of the Pacific Fleet Record of 500 feet. This record was made in May 1949 in the Bay of Panama.



USS Coucal (ASR 8) makes smooth passage through calm waters. The submarine rescue vessel's home port is Pearl Harbor and her home yard is Mare Island.

The world record is 534 feet. It was made by the British in a lake in Scotland. The Atlantic Fleet Diving Record held by the U. S. Navy, is 485 feet.

Lifeboat Ejection Device

Ingenious crewmen of *USS Coral Sea* (CVA 43) have come up with what is believed to be one of the fastest methods yet devised for getting aid to a man overboard—a device that inflates and drops a rubber lifeboat into the water in a matter of seconds. A yank on the proper line is all that is required.

The system is simple and it works. A piece of inclined sheet metal serves as a false bottom in each of the two lifeboat baskets mounted on the port and starboard quarters of the overhead on the flight deck, with a rubber lifeboat installed in each.

To drop the lifeboat into the water, the forward-folding, hinged section of the lifeboat basket is opened by a simple "quick-release catch" consisting of toggle pin and hasp. The ripcord on the lifeboat is stopped off with a piece of marline that serves to pull the ripcord as the raft falls into the water and thereby inflates the boat. The marline then breaks under the weight of the boat.

In times of emergency, the man on watch on the fantail simply pulls a wire, connected by remote control to the quick-release catch, and releases and inflates either the port or starboard inflatable lifeboat in a matter of seconds after he hears the word passed of "Man overboard!"

Coral Sea tested the new installation both in port and underway, and Navymen agree that their new gadget is both quick acting and practicable. There's no patent involved if other vessels want to try the idea.

YESTERDAY'S NAVY



On 14 Feb 1778 Captain John Paul Jones, in the 18-gun American cruiser *Ranger* received the first salute to the Stars and Stripes in Europe while in Quiberon Bay, France. On 19 Feb 1945 the U. S. Marines of the Fifth Amphibious Corps, supported by heavy units of the U. S. Pacific Fleet and by shore-based and carrier aircraft landed on Iwo Jima in the Volcano Islands. Four days later, on 23rd of Feb 1945 the Marines hoisted the American flag in the now famous flag-raising on Mt. Suribachi. On 9 Feb 1799 *Constellation* captured French frigate *Insurgente* in West Indies.

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Both designs selected by the Navy are for a compact rotocycle which can be collapsed into a small package for easy transportation, and quickly assembled when needed.

Propulsion for both rotocycle designs is a four-cylinder opposed, two-cycle air-cooled gasoline engine. One will have a single two-bladed rotor with a small 'ail' rotor. The other calls for a two-bladed rotor arrangement with a fixed tail stabilizer.

Miss Amphibian, Pacific

The U. S. Amphibious Force, Pacific Fleet, has always been recognized as an outfit that has "plenty on the ball" and its recent choice for "Miss Amphibian" is only further proof of its good judgment.

By a force-wide ballot, a Navy mother of two children was elected "Miss Amphibian" from among 15 finalists representing 11 ships, two units and one staff.

Mrs. Patricia Walters, wife of Harley C. Walters, BM3, USN, crew-member on board *uss Menifee* (APA 202) was designated "sweetheart of the Amphibious Force" in ceremonies on board *Menifee*.

Mrs. Walters who was previously selected "Miss Menifee" has been married seven years and has a five-year-old son, Michael, and a two-month-old daughter, Margaret.

Walters is a Navy career man with nine years' active duty behind him. He is serving a second hitch in the Amphibious Force, Pacific Fleet, after recently shipping over for six more years.



SWEETHEART of Amphibious Force, PacFleet, receives congratulations from husband, Harley C. Walters, BM3.



LAST PLANKOWNER to leave *USS Bausell* (DD 845), Edward J. Connors, MMC, secures the steam for last time after completing eight years on board.

Plankowner Is Piped Off Destroyer after 8-Year Tour

If Edward J. Connors, MMC, USN, had trouble getting rid of his sea legs when he reported to NTC San Diego recently, it's perfectly understandable—he had just finished an eight-year of duty on board the same destroyer.

In 1946 Connors reported to the pre-commissioning detail for *uss Bausell* (DD 845) as a first class petty officer and has served in that ship until his transfer to San Diego.

During that time he made six different trips to the Orient, two of them during the Korean war.

When the chief received his orders, a special celebration was planned, cake and all, to present him with his "plankowner plaque." In addition, Connors held personnel inspection of the ship and upon departure was piped over the side with four chief petty officers serving as honorary sideboys.

Violin Maker

Navymen have a reputation for their unique "off duty" hobbies that range from raising snakes and snails to building boats and baking bagels, but one of the most unusual hobbies belongs to a seaman on board *uss Newport News* (CA 148)—he's a violin maker and repairman.

Derwent B. Angier, YNSN, USN, has spent more than 400 hours of his spare time restoring and making violins. This unique hobby actually began when Angier was only 10 years old and his father gave him his own violin. The young musician later became interested in how to preserve the instrument's musical tone.

By reading, studying and talking with famous violin makers, he developed and increased his knowledge of violins. Cashing in his savings, he bought more than \$400

worth of specialized tools and equipment and then purchased additional violins for the sole purpose of restoring and repairing them.

Angier entered the Navy in June 1952 and after a tour of duty in a destroyer and attending the Navy Music School at Washington, D. C., he reported to the heavy cruiser *Newport News* in October 1953. Taking part of his materials with him, he soon found room in one of the storerooms which he used as a working area and began work on his first violin.

With his first violin recently completed and valued at \$300, Angier is now working on his second one. He hopes some day to have a shop of his own where he can make, sell and repair violins—meanwhile he has an interesting hobby to occupy his "off duty" hours and keep the violins on *Newport News* in tune.

VF-22 Claims 'E' Record

Fighter Squadron 22 of NAS Jacksonville, Fla., in less than five months has racked up a total of 55 individual Navy "E" awards for "outstanding proficiency" with weapons. VF-22 claims this tops all records for the number of "Es" won in any similar period or even a 12-month period by a Navy squadron.

VF-22 men started their collection June 1954 while stationed at Guantanamo Bay, Cuba, where they ran up a total of 34 "Es" during their annual Atlantic Fleet Air Force Gunnery Competition at 15,000- and 25,000-foot altitudes.

This was followed by glide bombing when they took six more "E" awards and set a new top score for an exercise of that type in the Jacksonville area.

Then in August, during their ComAirLant competition, they added three more "Es" after trying their hands at rockets.

In September their total mounted higher when they attained eight "E" awards with their skill in high-altitude dive bombing and strafing—setting still another Fleet Air Jacksonville top score.

This was followed by a second glide-bombing competition which gave the "Cavaliers" four more "Es"—winding up with a total of 55 awards.

Credit for the achievement was attributed in a large degree to the maintenance work of the squadron's enlisted technicians. During one month, the squadron's *Banshees*

were maintained in a 100 per cent 'ready to fly' and 'ready to shoot' status, and were 94.3 per cent available for the entire five-month period.

NAS Jacksonville is no stranger to "Es." Fighter Squadron 174, stationed at Cecil Field, received a Battle Efficiency "E" for being the best jet intercept squadron in the Atlantic Fleet for the past year. VF-174 was the third Fleet Air Jacksonville squadron to earn a ComAirLant "E" for 1954.

The individual "E" awards are granted by ComAirLant upon the recommendation of the local Carrier Division or Fleet Air Commanders on the basis of individual proficiency in gunnery, bombing or rockets.

The Individual "E" awards differ from the Battle Efficiency award. The Battle Efficiency "E" is awarded to the unit as a whole rather than to individuals.

Good Neighbor Policy

The contribution of a young Navy enlisted laboratory technician loaned to the Osaka, Japan, National University in helping to indoctrinate Japanese technicians in the Medical School's Central Clinical Laboratory, has attracted much attention among medical circles in Japan.

The story behind this story concerns the friendship developed between two neighbors, Dr. Toru Miyaji, pathologist at Osaka National University and William L. Jones, HMI, USN, of the U. S. Navy Fleet Epidemic Disease Control Unit No. 2.

It began in 1949 when Dr. Miyaji

was invited to the American National Cancer Laboratory. While in the U. S., the Japanese doctor lived in a suburb of Washington, D. C., and by coincidence, next door to Hospital Corpsman Jones. They became acquainted and soon a friendship developed.

One day, Dr. Miyaji jokingly asked Jones to come to Japan to help him set up a laboratory patterned after the National Naval Medical Center at Bethesda, Md. Jones answered "Sure—any time."

Since that time, the Laboratory at Osaka University materialized and quite by chance, Jones was assigned to FEDCUTWO in the Far East. When Dr. Miyaji learned of Jones' assignment, he contacted Captain R. W. Babione, MC, USN, Officer-in-Charge of Fleet Epidemic Disease Control Unit Two, and asked if Jones might be permitted to help him set up the laboratory procedures.

Permission was granted by the Commander Naval Forces Far East, and a casual remark made five years before, became a reality.

While in Osaka, Hospital Corpsman Jones taught the Japanese medical technician's methods he had learned as a Naval Laboratory Technician. As Dr. Miyaji explained, these methods "were found more accurate and simple than had been carried out before in this country" and that Jones "has done a three months' job in one month, despite the language barrier."

Terrier Has a Nose for Airplanes

Terrier, a Navy supersonic guided missile, demonstrated its deadly effect for high Navy and civilian officials during the air defense phase of recent Atlantic Fleet exercises.

The new "plane killer" is a slim, needle-nosed surface-to-air missile, designed to intercept aircraft at much greater ranges and higher altitudes than other present-day anti-aircraft weapons. The missile may be fired successfully under any conditions of visibility.

Terrier, which has been undergoing tests since the spring of 1952, has proved so accurate that almost all launchings against target drone aircraft have been made by missiles which did not carry explosive warheads. These dummies signal a "kill" by releasing a puff of smoke near the target plane. Even without warheads, however, *Terriers* have smashed targets by direct collision.



MOTOR MINE SWEEPER, USS Curlew (AMS 8) closes land while heading for port. The small ship that clears the way for other vessels operates out of Japan.

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Answers Call of Sea Chanteys

Seagoing mountain boys and hillbilly music lovers in the Pacific Fleet might well envy the crewmen in *USS Lyman K. Swenson* (DD 729)—they've just taken aboard a real guitar tickler, Lonnie D. Watson, FA, USN.

Watson, who was a member of the Naval Reserve for two years before joining the "Regulars" in September 1954, was a weekly performer on a nationwide radio show for eight months before entering active service. He has also displayed his talents on a weekly 15-minute radio show and as one of a quartette which played religious numbers for church functions.

Listening to adult members of his family play folk songs on their guitars first kindled Watson's interest in the instrument. Lonnie sold newspapers to earn the price of a guitar, and began playing without ever having received a formal lesson. Then he started winning amateur contests and appeared on radio and television shows.

Lonnie's boost to the bigtime came when a star on a nation-wide radio program heard his guitar yield melodious folk tunes and offered him a spot on his show. Now Watson is adding sea chanteys to his wide mountain-music repertoire.

Where's That Trombone Player?

USS Gurke (DD 783) boasts that she is one of the few destroyers in the U.S. Navy to have her own band. A famous "sitting duck" ship which helped lead the assault on Inchon in 1950, *Gurke* recently completed her seventh tour of duty in the Far East.

The idea of a ship's band was the brainchild of LTJG Calvin W. Swart when he learned there were seven other men in *Gurke* who also were musically inclined.

The "musical eight" got together and were soon playing for such occasions as entering port, coming alongside ships, and on quiet Sunday afternoons at sea. The band also gave a concert at the Servicemen's Recreation Center at Kobe, Japan.

The band has been well received, but occasionally it runs into a little trouble when it finds itself without the services of its trombone player. That's because his duties as the ship's executive officer require his services elsewhere. The (sometimes) trombone player and (always) exec is Lt.

This Party Honored All the Navy's No. 1 Sailors

Chief Petty Officers of NAS Argentia, Newfoundland, were throwing a party recently. Real formal affair, too—the CPOs were wearing black bow ties. During the party an unexpected guest showed up. Although he was schooner rigged, whereas the chiefs were square rigged, they invited him to the party, not letting the lack of a black bow tie keep the guest outside in the snow.

The visitor was Admiral Robert B. Carney, USN, the Chief of Naval Operations. He had been en route to Europe, but a snow storm forced his plane down. The plane was damaged upon landing in the snow, and CNO spent the night—little thinking that he'd be invited to a party.

During the party a young Navy wife said to CNO: "My husband's the number one sailor in the Navy." Admiral Carney said: "Are you sure he isn't number two?"—since the job of Chief of Naval Opera-



CNO DROPS IN on CPO's black-tie party at NAS Argentia, Newfoundland, when plane was snowed in.

tions is the number one Navy billet. "No," repeated the lady firmly, "my husband is the number one sailor in the Navy."

The Admiral left it at that—figuring that there are a great many number one sailors in this Navy of ours.—A. Parnak, ICC, USN.

John B. Haines, USN.

Other members of the band are J. R. Salinas, SN, Charles W. Morem, MM3, Walter E. Schmitter, SN, Dick M. Jackson, SDSN, Steve J. Harvey, SN, LTJG Ronald L. Stout and LTJG Cal Swart.

Versatile Photo Recon Plane

The F7U-3 photographic reconnaissance airplane, a new version of the F7U-3 *Cutlass*, is now undergoing tests for future acceptance by the Navy.

With a nose that is two feet longer than on its fighter plane counterpart, the increased length of the F7U-3 photo plane permits the use of three camera bays. There's a forward firing camera in the first bay, and a rotatable camera installation in the center bay. The third bay can accommodate a three-camera installation with overlapping fields of view to give a horizon-to-horizon photograph, or it can house a long focal length camera to permit high altitude, vertical photography.

By changing the type of cameras installed, the photo F7U-3 can be used in four different types of air photography: general reconnaissance, mapping and charting, beach and offshore, and night reconnaissance photography, using flash flares.

Retired Railroader Ships Over

With nearly ten years of military service sandwiched between 30 years of "working on the railroad," Truman J. Newton, TEMC, USNR, has "shipped over" in the Navy at the age of 60.

Chief Newton, currently on duty in the communications office of Commander Fleet Air Hawaii, recently signed up for four more years in the Navy—adding another chapter to his varied career.

In addition to his service as a telegrapher and station agent for the railroad for 30 years he served eight months in the Mexican Border Campaign in 1916 as well as 14 months with the U. S. Army in France and Germany during World War I.

In 1942 he entered the U. S. Navy at Los Angeles, Calif., and served 26 months with the 16th Seabee Battalion in the South Pacific during World War II.

During the Korean War, Chief Newton saw active duty in the carrier *USS Badoeng Strait* (CVE 116) in the Far East. After shipboard duty he received six months' instruction at the U. S. Naval School, Teletype Maintenance, at San Diego, Calif., prior to commencing a two-year tour with Staff Commander Air Force, U. S. Pacific Fleet.

SPORTS AND RECREATION



BASKETBALL season is in full swing. Here, men of *USS Midway* and *Randolph* play game in fleet tourney.

Touch Football Champs

Navy's Air Force Atlantic touch football team edged the Destroyer Force team 13-12 to win the Atlantic Fleet Touch Football Championship.

AirLant was forced to come from behind twice to tie the score at the end of the regulation playing time. Then, in the sudden-death overtime, AirLant made the deepest penetration to annex the title.

In the week-long double-elimination tourney, DesLant had been defeated once while AirLant was unbeaten.

In the first round, DesLant smothered defending champion PhibLant 31-6 while Airlant defeated BatCruLant 25-6. The Destroyer men continued their winning ways in the second round as they walloped FMFLant 32-0, and BatCruLant bounced back from their opening round loss to drop PhibLant from the tournament 7-6.

The third round saw the two undefeated powers, DesLant and AirLant, meet in a thriller. DesLant went ahead early in the game but AirLant began displaying their come-from-behind power as they defeated the Destroyer sailors 18-14.

In the other quarter-final game, FMFLant handed BatCruLant a second loss, 19-13, to eliminate them from the tourney. In the semi-finals, DesLant had an easy time as they again shellacked the Fleet Marines, this time by a 27-0 score, to gain the finals and the Atlantic Fleet tourney.

Navy Torpedoes Ole Miss

All the "Doubting Thomases" were made believers after Navy walloped the University of Mississippi 21-0 in the Sugar Bowl. Navy last played in a bowl game 30 years ago when they tied the University of Washington 14-14 in the 1924 Rose Bowl.

The Midshipmen picked up on this New Year's day where they had left Army on 27 November and, with a mixture of outstanding ability, extraordinary hustle and with the familiar "indomitable will to win" came through with one of the greatest naval football victories of the year.

Sportwriters, visiting coaches and other football experts had earlier pointed out that although Navy had a fine team and excellent spirit, "Ole Miss" had the bigger and stronger line and two sets of backfield racehorses. But there were a few intangibles that these experts had failed to count on.

The men-who-should-know said that Navy would have its work cut out for it because of the injury to tackle Jim Royer and the attack of tonsilitis which sidelined Navy's swiftest halfback, Bob Craig. The loss of these men and Navy's initial practice session, during which they looked sluggish, turned the odds and the talk of victory over to the Mississippi side.

Phil Monahan, Navy halfback and team captain, was another of these "intangibles." Although he had played only 30 minutes during the regular season and saw limited service in the Sugar Bowl, he is credited now as being one of the greatest inspirational leaders a Naval Academy team has ever chosen.



GREAT LAKES WAVES are Waukegan Softball Champs. With trophy are Roy Neff, SK2, USN, coach, and team captain, Louise Robbins, USN.

This leadership and team spirit were quickly demonstrated by the Midshipmen to the 82,000 fans in the stadium and a nation-wide television audience. Taking the opening kickoff back to their own 30, the Navy eleven didn't give up the ball until they'd smashed their way to a 7-point lead.

Fulback Joe Gattuso, halfback Johnny Weaver and quarterback George Welsh were the big men in Navy's initial offensive thrust. The big play of this scoring drive came on the fourth play of the game. Navy had missed a first down on its own 40, making it fourth and a yard to go.

Normally, this situation would call for a punt, but not for quarterback Welsh. He and his teammates had journeyed to New Orleans for one purpose: victory. And this was only attainable by having possession of the ball so Welsh called on fullback Gattuso and the 172-pounder responded by literally smashing through the "Ole Miss" line to the 45 and a Navy first down.

Maybe this gamble didn't win the game for Navy but it showed the spirit and cockiness of the undersized and injured Navy squad. The way it worked out, from this point on, the game was no contest. The 157-pound Welsh, running the option play off the split-T, continually had the "Ole Miss" defense baffled. He completed passes to ends Ron Beagle and Earl Smith and halfback Weaver whenever Navy needed yardage.

Joe Gattuso turned in a sparkling performance with his outstanding play on defense, his vicious blocking and kicking, and his gains of 111 yards from scrimmage. He accounted for two of Navy's three scores. Although he was awarded the Outstanding Player Award, it was a close ballot over his teammates Alex Aronis, Len Benzi and Weaver.

The eager Weaver scored Navy's other TD in the third quarter when he went high in the air to grab the ball from the clutching hands of two Mississippi defenders.

But great as was the performances of these backfield aces, it was the play of the Navy team as a whole, both offensively and defensively, that gave the Middies complete control of the game. The Rebs from "Ole Miss" couldn't cope with Navy's blocking and almost magical perfection in running the option plays.

Navy ball carriers gained almost

450 yards against "Ole Miss" which had been rated the No. 1 defensive ball club in the nation. The knock-em-down-so-they-stay-down type of blocking for Navy runners was provided by such tackles as John Hopkins, Pat McCool, and Hugh Webster, the two guards Alex Aronis and Len Benzi, who spent most of their afternoon in the Mississippi backfield, and center Wilson Whitmire. Finally, but far from least, it was the inspired coaching of Navy's Eddie Erdlitz that helped make the Sugar Bowl game a victory for the sailors.

Pistol Packin' Pinion

Chief Machinist Offutt Pinion, USN, of USS *Kula Gulf* (CVE 108), was the only Navyman selected to the U. S. Rifle and Pistol team which competed in the International Rifle and Pistol Championships at Caracas, Venezuela.

The U. S. team won second place in the slow-fire pistol matches. The Russian teams won the championships in both the rifle and the pistol matches.

Shooting in competition with the best pistol shots in the world, Pinion won three gold medals, fourth place among his teammates, 13th place in the world individual championships and was a member of the second place U. S. team.

Pinion won his gold medals in the .22 caliber slow-fire, the .22 caliber rapid-fire and silhouette, and the .38 caliber slow-fire and silhouette matches.

To earn his place on the All-American team, Pinion had to outshoot several hundred competitors. After winning top spots in the regional and quarterfinals, Pinion placed fifth in the semi-finals. He scored fourth in the finals elimination—the place he maintained on the U. S. team.

In setting the new International record in the slow-fire event, which consists of 60 shots at a distance of 50 yards, Pinion turned in an outstanding score of 564 out of a possible 600 points. He also set a national record in this event as he won first place in the N. R. A. Middle Atlantic Regional championships held at MCS, Quantico, Va.

Chief Warrant Officer Pinion was captain of the pistol team from the Navy's Atlantic Air Force, as it won the Atlantic Fleet and 1954 All-Navy pistol championships.

—Joe Kennedy, JO2, USN

SIDELINE STRATEGY

Four more Navy golfers have qualified for the "Hole-in-One" Trophy awarded by BuPers Special Services. Every Navyman on active duty is eligible to compete for this award.

CDR Robert O. Canada, Jr., MC, USN, qualified for his trophy while playing over the nine-hole course at the Charleston, S. C., Naval Shipyard. As CDR Canada stated it, "At 1345 hours on 20 Oct 1954, at the U. S. Naval Shipyard, on the fourth hole of the nine-hole golf course, with clear weather, dry ground and a three-knot following wind, a five iron shot was hooked but carried and rolled 155 yards, dropping without hesitation into the cup. This represented the first such occurrence for the undersigned in 20 years of effort."

CAPT. L. M. Stevens, Jr., USN, commanding officer of NAS Cecil Field, Fla., qualified for his "Hole-in-One" trophy on 12 Dec 1954. Playing over the 18-hole NAS Cecil Field course, Captain Stevens holed out his tee shot from the 113-yard ninth tee, using a No. 8 iron.

James J. Olson, CWOHC, USN, of Com 13, Seattle, Wash., was playing at a local civilian golf course in Seattle on 15 Oct 1954 and used a No. 5 iron on the 175-yard fourth hole to score the first "ace" of his life and qualify for his trophy.

The Pitch and Putt golf course at the U. S. Naval Hospital, San Diego, Calif., was the

place where LT W. D. Cranney, MC, USN, scored his feat. Using a No. 6 iron, LT Cranney holed out on the 135-yard No. 3 hole.

Trophies for each of these golfers have been engraved and mailed to them. You, too, can earn a "Hole-in-One" trophy. All you have to do is make a hole-in-one, get four attesting signatures and submit your request to BuPers (Attn: Pers-Gla) via your CO.

You should have scored your hole-in-one on or after 1 Oct 1954. Information is contained in the BuPers "Special Services Newsletter" 8-54 of 27 Oct 1954 and 9-54 of Nov 1954.

★ ★ ★

In other recent international sports competition, the eight-man U.S. skeet team, loaded with five shooters from NAS Jacksonville, Fla., won spots in the top 13 places at the International Skeet Championships held at Caracas, Venezuela. There was no team championship awarded.

Competing in a crack field of 288 of the world's best skeet shooters from 36 countries, Ken Pendergras, AEC, USN, of NARTU, Jacksonville, tied for second place with a score of 145x150 birds. Other NAS Jax team members were Bill Arthur, team captain, who tied for third, Titus Harris, who tied for fourth, and Joe Hayman and Francis Smith, who finished 12th and 13th.

—Rudy C. Garcia, JO1, USN



SERVICESCOPE

Brief news items about other branches of the armed services

★ ★ ★

TEXAS TOWERS, OFF-SHORE RADAR WARNING and weather data collecting and reporting stations will be constructed along the East Coast of the U. S. The stations will be built about 100 miles off the coast and will be linked with the shore-based warning network used to defend the country against possible air attack.

The station platforms will be built on pilings and raised above the high-water mark at a safe height to protect them from severe weather conditions. Each station will include housing facilities for all the technical equipment needed and shelter for a crew of more than 30 personnel who will be stationed at the site for periods of 30 days.

"Texas Towers" is a project of the U. S. Air Force with the Navy's Bureau of Yards and Docks acting as the construction agency. Each station will cost more than one million dollars for basic construction without specialized equipment.

Plans call for space for helicopter landings and there will be docking facilities for re-supply of each station.

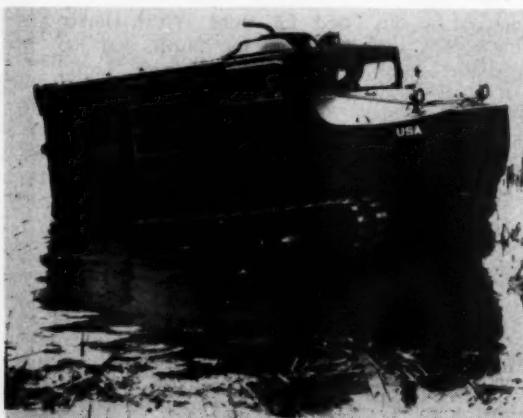
★ ★ ★

THE F-101A *Voodoo*, a fighter airplane, is now undergoing development by the U. S. Air Force for assignment to the Strategic Air Command.

Designed to meet Air Force requirements for a long-range fighter, the powerful fighter is in the supersonic class and is also capable of carrying atomic weapons. It is also capable of in-flight fueling.

Aircraft dimensions of the F-101A are 39.7-foot wing span, 67.4-foot length and 18-foot height. Both wings and stabilizer are swept back 35 degrees. A tricycle landing gear is used, and retractable speed brakes are housed in the aft fuselage section. It is also equipped with a parabrake—a parachute stored in the tail section compartment, which may be released by the pilot to reduce the landing roll.

Two J-57 turbojet engines which power the *Voodoo* develop approximately 20,000 pounds of thrust.



ARMY GETS taste of salt with new amphib cargo carrier, the 'Otter,' capable of crossing almost any terrain.



AIR FORCE'S new turbo-prop transport YC-130 can carry 20 tons of cargo and has many new loading features.

COMBAT TELEVISION—Top Pentagon officials got a look into the future recently as they watched a special demonstration of combat television which gave them a first hand view of mock battle at Fort Meade, Md.

Predictions that high military officials in the Pentagon might some day be able to follow on television the actual progress of battles as they occur in far off corners of the earth followed the viewing.

All combat TV needs today to bring battle progress into the strategic command centers and nation's capital is a method of carrying TV signals across the ocean and the scientists are working on that. As a result, large-scale invasions or bombing raids could be watched as they occur.

In the demonstration, seven hand-carried TV cameras, one mounted in a plane and another on an assault craft, actually went into battle with the troops.

The battle commander saw instant pictures of what was occurring. This allowed him to redirect his troops and order additional artillery fire as needed. He also interviewed a captured "prisoner" through the magic of TV and as a result gathered valuable information about the "enemy."

★ ★ ★

WHAT IS BELIEVED TO BE the world's first military airport designed and equipped exclusively for helicopters is now in operation at Fort Eustis, Va.

Felker Heliport, as the field is known, has been developed as an adjunct of the Army Aviation program to be used for helicopter unit training and as an experimental port for rotary wing operations. The field is named after the late Warrant Officer Alfred C. Felker, who was killed in line of duty last year.

The heliport is in the form of a giant wheel fringed by a circular taxiway, divided into quarter sections by two 600-foot pads. Spotted around the outer edge are eight circular landing pads. Both runways and pads will be used as take-off and landing areas by helicopters. Nearby areas include a large hangar capable of accommodating the largest cargo-type helicopters and providing enough room for five separate maintenance shops. There is also an administration building complete with modern glass-enclosed control tower and a large warehouse for storing equipment and supplies.

EXPERIMENTS CARRIED OUT since the end of World War II at the Army's first language-intelligence school at Monterey, Calif., have been so impressive that plans are now underway to give it permanent status.

Here, the Army and Air Force are teaching their members to talk in more than 20 foreign languages. In the process of learning languages, the students also are absorbing facts about the geography, history and economics of the countries where the languages are spoken.

During the school's brief existence it has already demonstrated to thousands of American military personnel that acquaintance with the world's principal languages is a must under present world conditions.

More than 2000 military students and instructors are kept continuously busy at the school. Most of the principal races are represented in this global community.

★ ★ ★

A NEW RECORD for high-altitude parachute jumps has been set by two U. S. Air Force officers who parachuted safely from a B-47 Stratojet bomber at 45,200 feet—more than eight and one-half miles up. The old parachute record of 42,000 feet was established in 1950.

The record jumps, made over the Gulf of Mexico, used a new type downward ejection seat being tested by the Air Force.

The tested method of emergency escape from high speed aircraft used an ejection seat mounted on rails which is driven downward and out of the aircraft by the explosion of a powder cartridge. The fully automatic system releases the jumper from the seat and opens his parachute by special explosive and timing devices.

★ ★ ★

AN ARMY RANGE FINDER that can pick out an enemy target three miles away is undergoing tests in Dayton, Ohio, for use in tank warfare.

It is nicknamed the "Bulldog" because "once it gets hold of a target, it won't let go." Ordnance experts claim that the range finder can pinpoint an enemy target 5000 yards away and be accurate within less than one



FLYING HIGH over western countryside during a test flight is the Air Forces' new B-52 Stratofortress.

yard, which makes this one of the most deadly devices yet made for tank warfare.

The instrument is intended to be used with a 90mm gun on a medium T48 tank.

The Bulldog consists of four basic parts: A high-powered telescope; a mechanical brain which selects the proper type of ammunition, range of the target and corrections needed to hit it; a ballistics drive which raises or lowers the gun sighting system according to instructions from the mechanical brain, and a telescopic sight which can locate targets as far as three miles away.

★ ★ ★

ZERO LENGTH LAUNCHER is the name of the launching equipment for the *Matador* guided missile.

The mobile launching device, a specially constructed semi-trailer, operates in an area only 100 feet square, without the use of a runway. Only one part of the device moves during the operation, and that moves but a few inches.

The Zero Length Launcher's mechanism consists of a 39-foot semi-trailer, a motor generator, blower, hydraulic pump and a wing rack. The missile is mounted on the launcher by a three-point suspension.

Launching can be done from any hard-packed spot, though concrete, macadam or pierced-steel planks are preferred as a launching site.

★ ★ ★

RADAR has been adopted by the Army to detect and track down the source of enemy mortar fire during ground combat.

The new aid is a versatile and mobile radar 'eye,' which acts as sentry, warns of enemy movements and pinpoints enemy mortar locations.

U. S. ground forces in several theaters already are equipped with these detector systems, known as counter-mortar radar AN/MPQ-10. Early models were flown directly from the factory for battle-testing in Korea.

With the help of this electronic locator, front line forces can detect and 'lock on' the path of enemy mortar shells, automatically track their trajectory and obtain computer range data which reveal the enemy position.

The system is compact and mobile.



ARMY GUN CREW gives a demonstration of new 280mm automatic cannon to Marine audience at Fort Bragg, N. C.

THE BULLETIN BOARD

Sailors at Isolated Bases Overseas get Round Trips To Metropolitan Areas for Leave

Navymen serving at 12 isolated overseas bases got a break recently with the announcement that they are entitled to one round trip by air to a nearby large city or country during their tour of duty.

Each serviceman, including Army and Air Force personnel, will receive one such trip during a normal tour of duty at his remote spot. The time will count as leave.

All transportation will be on a space available basis but each man will get a chance to take advantage of the plan.

Men may be accompanied by dependents; however, their dependents cannot travel unless the service man accompanies them.

The areas affected and the locations servicemen may visit are:

- **Korea, Iwo Jima and Guam**—Trip from these duty stations authorized to one of the following: to Manila, Tokyo or Hong Kong.

- **Johnston Island**—Trip authorized to Hawaii.

- **Midway Island**—Trip authorized to Hawaii.

- **Kwajalein**—Trip authorized to Tokyo, Hawaii or Manila.

- **Saudi Arabia and Turkey**—Trip authorized to Italy, France or Germany.

- **Iceland and the Azores**—From these islands trips authorized to England or Europe.

- **Narsarssuak, Greenland, and Goose Bay, Labrador**—Trip authorized to continental U. S.

It was emphasized that all personnel, regardless of rank or rate, will be given equal opportunity to take advantage of the round trip travel. However, persons taking advantage of the program must sign a "certificate of personal gain and remuneration" stating that they will not bring along articles for resale.

Although the Air Force will provide the majority of the flights for this serviceman's vacation program but Navy planes will also be operating in the schedule.



"On second thought, I think I can get you early liberty tomorrow!"

Board Starts to Select EMs for Warrant Officer Appointments

A selection board, just recently convened, is expected to recommend approximately 350 chief and first class petty officers of the Regular Navy for appointment to warrant officer rank during the next few months.

At present the board is going over the records of all personnel in pay grades E-6 and E-7 who have at least six years' active duty and meet the following requirements:

- Must be under 35 years of age if they entered the Navy after 30 Sept 1945 or under 40 years of age if they entered the Navy before 30 Sept 1945.

- Have no record of conviction by a court-martial for the two-year period preceding the date of selection.

- Meet the physical standards prescribed.

No general announcement of the board's recommendations will be made, but individuals recommended will be notified of their selection as vacancies occur.

While this is the first warrant selection board to meet since 1952, promotions to warrant status are still being effected from the last board's recommendations. In December 1954 nine CPOs and one first class petty officer were elevated to W-1 and it is anticipated that a few more will receive appointments from the waiting list before the present board's selections are announced.

Here Are the Latest Shipping Over Details On Your First Reenlistment

HERE ARE THE DETAILS of the recent BuPers instruction which enables you, upon your **FIRST** reenlistment, to ship over for **two or three years**, as well as the **four or six years** previously in effect (ALL HANDS, December 1954, p. 6). The same instruction also provides for **one-year extensions** in addition to and under the same circumstances as for the **two, three and four year extensions** previously authorized and removes former restrictions on the one-year extensions.

Reintroduction of the two- and three-year enlistments, discontinued since 1948 and 1949 respectively, enables prospective career Navy personnel to reenlist for shorter terms and still be eligible for the monetary benefits accruing for a reenlistment.

The program also applies to first enlistment Naval Reservists on active duty who wish to enlist in the Regular Navy. In general, they are eligible for the same benefits when enlisting in the Regular Navy as are provided for Regular Navy personnel. First enlistment Reservists enlisting on the Regular Navy may ship over for the shorter periods if they wish to do so.

Four years continues to be the term set for Reservists reenlisting in the Naval Reserve.

The details of BuPers Inst. 1133, 1B as it affects you are listed below:

If you are a Regular Navy man with an eight-year UMT&S service obligation and desire to reenlist in the Regular Navy at the expiration of your current enlistment, and are recommended and otherwise qualified, you will not be transferred to the Naval Reserve and released to inactive duty. If eligible, you will be discharged for reason of expiration of enlistment for the purpose of immediate reenlistment in the Regular Navy. This service will be counted toward fulfillment of your UMT&S obligation.

Reenlistment in the Regular Navy will continue to be for periods of four or six years, EXCEPT that per-

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sons reenlisting in the Regular Navy for the *first* time may reenlist for periods of two, three, four or six years.

If you are a Naval Reservist serving on active duty, you may be discharged for the purpose of immediate enlistment or reenlistment in the Regular Navy. Periods of reenlistment are the same as for Regular Navymen provided the term equals or exceeds any previous obligation for active service. This service will be counted toward fulfillment of your eight-year UMT&S obligation if you have one.

If you are a Naval Reservist serving on active duty and are discharged for reason of expiration of enlistment or Convenience of the Government, and if you are recommended for reenlistment and otherwise qualified, you may reenlist in the Naval Reserve for four years. In this case, you will be continued on active duty for a minimum period of one year from the date of enlistment. However, this requirement will not affect any other agreement to remain on active duty for a longer period. Your personnel officer has received orders to explain carefully this provision to you at the time of your reenlistment.

If you are a Regular Navymen, your term of enlistment may, by your voluntary agreement, and subject to the approval of your commanding officer, be extended for either one, two, three or four years, or may be reextended for the same periods—provided the extensions and reextensions do not total more than four years in any single enlistment.

This means that you may agree to extend your enlistment for a period of one year in the same manner as permitted for periods of two, three or four year extensions without regard to the former restrictions on one-year extensions. Time served in an *involuntary* extension of enlistment is included in the total of extensions allowed in any single enlistment.

The same provisions are applicable to Naval Reservists serving on active duty who *have not* incurred a UMT&S service obligation. In this case, such persons will be continued on active duty for a minimum of one year from the effective date of the voluntary extension. Reservists who

WAY BACK WHEN

Monitor's Periscope Helped Save the Day

Back in early 1864 the Civil War's Red River campaign was underway, and the U. S. ironclad monitor *Osage* was steaming up river to take part in the action. Rounding a bend in the river, however, the unwieldy ironclad suddenly ran hard aground.

While her crew attempted to refloat the vessel, a force of some 2000 Confederate soldiers started to attack, firing volley after volley at the stranded vessel. The low tide, coupled with the high banks of the river, protected the soldiers from any return fire from the ship.

Officers on board the *Osage* could not see the attacking soldiers until an advancing column appeared on the edge of the river bank to fire a volley. The monitors, being little more than floating steel boxes with holes for aiming the guns, offered little in the way of protected observation posts.

However, *Osage*'s acting chief engineer, a fellow named Thomas H. Doughty, had previously conceived the idea of making a periscope out of a lead pipe and several mirrors for use in directing the monitor's



gunfire. Hurried use of this makeshift 'scope enabled the skipper of *Osage* to see the enemy as they advanced.

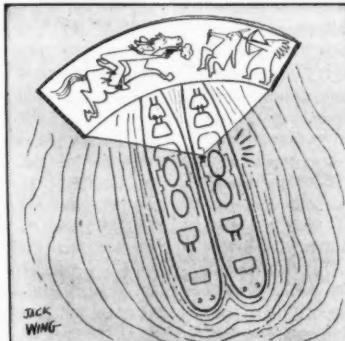
In this manner he directed the ship's fire for nearly an hour, when the Confederates finally retreated.

The handmade periscope had helped save the day for *Osage*'s crew, who accounted for 400 casualties among opposing forces.

have a UMT&S obligation are not permitted to extend their enlistments voluntarily.

In general, and subject to certain exceptions described in the enclosure to BuPers Inst. 1133.1B, the benefits listed below are payable as a result of reenlistment in the Regular Navy or extension of a Regular Navy enlistment.

- If you are a Regular Navymen



"If these screens get any bigger we'll have to call a task force together just to show a movie!"

and have been discharged within three months of normal expiration of enlistment and immediately reenlisted in the Regular Navy, you are entitled to a mileage allowance (formerly known as travel allowance) and lump-sum payment for unused leave upon your discharge, as well as reenlistment bonus or reenlistment allowance upon your reenlistment.

• If you voluntarily extend your enlistment for two, three or four years, you are entitled to receive a mileage allowance (on first extension only) and reenlistment bonus or reenlistment allowance, but are not entitled to lump-sum payment for unused leave.

• If your enlistment or reenlistment is voluntarily extended more than once, your extensions, when determining entitlement to your reenlistment bonus under Section 207 of the Career Compensation Act, may be considered as one reenlistment. This means that, while you may receive no monetary benefits if you voluntarily extend for one year, you would be eligible for reenlistment allowance or bonus for the total of

THE BULLETIN BOARD

your extensions if you extended a second time.

Naval Reservists serving on active duty who enlist or reenlist in the Regular Navy are entitled to receive payment of their reenlistment bonus, provided these active duty requirements are met:

- If you elect to receive your reenlistment bonus under the provisions of Section 207 of the Career Compensation Act of 1949 (based on the rate of \$40, \$90, \$160 or \$360 upon enlistment for two, three, four or six years) you *must have completed more than one year of active duty* immediately preceding your enlistment or reenlistment in order to qualify for the reenlistment bonus.

If you have been discharged or released from active duty after having served more than one year of active duty, you are entitled to receive your reenlistment bonus provided you enlist or reenlist within three months.

- If you elect to receive your reenlistment bonus under the provisions of Section 208 of the same Act (based on multiplying the number of years for which you are reenlisting by an amount equal to one, two-thirds, one-third, or one-sixth months' basic pay, dependent upon a first, second, third or fourth reenlistment), you may be reenlisted at any time, except during the period



"Ahhh... Jensen, we're looking for a volunteer for an experiment..."

in which you are undergoing recruit training or after the completion of 20 years' service.

Naval Reservists serving on active duty who are reenlisted in the Naval Reserve are entitled to receive mileage and lump-sum payment for unused leave, but are not entitled to receive a reenlistment bonus. If, while serving on active duty, you voluntarily extend your enlistment for two, three or four years, you are entitled to receive mileage pay (on first extension only) but are not entitled to receive lump-sum payment for unused leave or reenlistment bonus.

In the box on this page is a table which tells at a glance the monetary benefits to which you are entitled:

Large Number of Navy Nurses Recommended for Promotion

Names of the largest group of Navy Nurses in the upper grades ever to be recommended for promotion in the 46-year history of the Nurse Corps have been announced. Sixteen lieutenant commanders and 168 lieutenants have been placed on the promotion list for advancement in grade.

Until the 83d Congress, limitations on the distribution of rank in the Navy Nurse Corps were such that opportunities for advancement to grades above lieutenant were far more restricted than those of officers of the line and other staff corps of the Navy.

As a result of Congressional action, the number of commanders on active duty in the Nurse Corps may now be as much as 1.75 per cent of the total number of active officers in the Corps (formerly limited to 0.7 per cent) and the number of LCDRs on active duty may now amount to 7.75 per cent of the total number of active officers in the Corps (formerly limited to 1.6 per cent).

Appointments of 13 new commanders and about 150 new LCDRs will be made immediately after customary processing and the balance (three commanders, 18 LCDRs) will be advanced as vacancies occur throughout the current fiscal year which ends 30 Jun 1955.

Navymen Meet for Instruction On Religious Service at Sea.

More than 150 Navymen, ranging from seaman to captain, who are qualified to lead their shipmates in religious services at sea, met with almost an equal number of chaplains at Norfolk, Va., to discuss the Atlantic Fleet's religious lay-leader program.

The one-day conference was the first Fleet-type gathering for this purpose.

The group met to receive instructions in conducting religious services aboard ships at sea when the ministry of a chaplain is not available.

Although lay-leaders are not permitted to take a chaplain's place nor act as spiritual adviser or provide sacraments, they have long been an established custom in the Navy for promoting and furthering spiritual life of naval personnel at sea.

REENLISTMENTS				
	Term	Reenlistment bonus or allowance	Mileage	Lump-sum for leave
USN to USN	2-3-4-6	Yes	Yes	Yes
USNR to USN either at expiration of enlistment or within 3 mos. prior thereto	2-3-4-6	Yes	Yes	Yes
USNR to USN prior to expiration of enlistment at times other than those indicated above	2-3-4-6	Yes	No	No
USNR to USNR	4	No	Yes	Yes

EXTENSIONS				
USN	2-3-4	Yes	Yes	No
USNR	2-3-4	No	Yes	No

Roundup of Enlisted Correspondence Courses Now Available

HERE IS A COMPLETE ROUND-UP of Enlisted Correspondence Courses now available. This list includes both new ones and those previously listed in ALL HANDS. Additional courses are being prepared and will be announced as they become available.

All enlisted personnel, whether on active or inactive duty, may apply for the courses.

An Enlisted Correspondence Course serves not only as a means of

studying some naval subject of interest to you, but also as a substitute for completion of a Navy Training Course. It qualifies you to take the advancement in rating examination—if all other requirements such as commanding officer's recommendation, etc., are met.

If you want to take a course (and you are on active duty) see your division officer or your education officer and ask for Form NavPers 977, "Application for Enlisted Cor-

spondence Course."

If you are a Reservist on inactive duty, request Form NavPers 977 from your naval district commandant or from your Naval Reserve Training Center.

Application should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

In most cases, applicants will be enrolled in only one course at a time.

Title of Course	NavPers Number	Applicable to Following Ratings in Particular	Title of Course	NavPers Number	Applicable to Following Ratings in Particular			
General Courses								
General Training Course for Petty Officers	91203	All Petty Officers.	Seaman	91240	SN.			
Bluejacket's Manual	91205	Pay grades E-1, E-2, E-3.	Fireman	91500	FN.			
This is Your Navy	91208-1	All rates and ratings.	Constructionman	91562	CN, DM.			
Chemical and Biological Warfare Defense	91211	All rates and ratings.	Introduction to Aircraft	91601	AC, AN.			
Ship Activation Manual	91215	BT, EM, EN, FN, FP, FT, GM, MM, TM.	Stewardsman	91691-1	TN.			
Survival in the Water	91218-1	All rates and ratings.	Introductory Courses					
Mathematics, Vol. 1	91219	AD, AE, AF, AG, AK, AL, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FP, FT, HN, IC, ME, MM, MR, OM, PM, SN, SO, SV, TN.	Boatswain's Mate 3	91242	BM.			
Mathematics, Vol. 2	91220	AD, AE, AF, AG, AL, AK, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FP, FT, HN, IC, ME, MM, MR, OM, PN, SN, SO, SV, TN.	Boatswain's Mate 2	91243	BM.			
Advanced Mathematics, Vol. 1	91221	AT, DM, FT.	Boatswain's Mate 1	91244-1	BM.			
Electricity	91225	AE, AN, AO, CE, DM, EM, ET, FN, FT, GM, GS, IC, IM, MM, MN, OM, RD, RM, SO, TD, TE, TM.	Chief Boatswain's Mate	91245-1	BM.			
Blueprint Reading	91223-1	AB, AD, AE, AL, AM, AO, AT, BT, BU, CE, CN, DC, DM, EM, EN, FP, GS, IM, ME, ML, MM, MR, OM, PM, SW, TD, UT.	Cargo Handling	91247	BM, SK, SW.			
Use of Tools	91228	BT, BU, CE, CM, CN, DC, EM, EN, FN, FP, GM, GS, IC, IM, ME, ML, MM, MN, MR, PM, SW, TM, UT.	Introduction to Communications	91254	RM.			
Basic Machines	91230	CM, DM, GM, IM.	Manual for Buglers	91257	QM.			

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Title of Course	NavPers Number	Applicable to Following Ratings in Particular	Title of Course	NavPers Number	Applicable to Following Ratings in Particular			
Chief Fire Controlman, Vol. 1	91323	FT.	Ship's Serviceman Tailor Handbook	91463-1	SH.			
Electricity for Fire Controlman and Fire Control Technicians, Vol. 1	91326	ET, FT, IC, MN, TM.	Ship's Serviceman Cobbler Handbook	91464	SH.			
Electricity for Fire Controlman and Fire Control Technicians, Vol. 2	91327	ET, FT, IC, MN, TM.	Ship's Serviceman Barber Handbook	91465	SH.			
Mineman 3	91334	MN.	The Shore Patrolman	91468	All ratings.			
Mineman 2	91335	MN.	Miscellaneous Group					
Mineman 1	91336	MN.	Lithographer 3	91472	LI.			
Chief Mineman	91337	MN.	Lithographer 2	91473	LI.			
Electronics Group								
Electronics Technician 3	91373-1	AL, AT, ET, GS, RM, SO, TD.	Lithographer 1	91474	LI.			
Electronics Technician 2, Vol. 1	91374	AT, ET, FT, GS, SO, TD.	Chief Lithographer	91475	LI.			
Electronics Technician 2, Vol. 2	91375	AT, ET, RM.	Printer 3	91477-1	LI.			
Precision Equipment Group			Printer 2	91478-1	LI.			
Instrumentman 3	91382	IM.	Engineering and Hull Group					
Instrumentman 2	91383	IM.	Machinist's Mate 3	91501	MM.			
Instrumentman 1	91384	IM.	Machinist's Mate 2	91502	MM.			
Chief Instrumentman	91385	IM.	Field Manufacture of Industrial Gases	91505	MM.			
Opticalman 3, Vol. 1	91387	IM, OM.	Machinery Repairman 3	91506	MR.			
Opticalman 3, Vol. 2	91388	OM.	Machinery Repairman 2	91507	MR.			
Rangefinders	91390	OM.	Boilerman 3	91511	BT.			
Lead-Computing Sights	91391	OM.	Boilerman 2	91512-1	BT.			
Submarine Periscopes	91392	OM.	Boilerman 1	91513-1	BT.			
Administrative and Clerical Group			Chief Boilerman	91514-1	BT.			
Teleman	91400	TE.	Engineman 3, Vol. 1	91516	EN.			
Navy Mail, Vol. 1	91401-2	TE.	Engineman 3, Vol. 2	91517	EN.			
Navy Mail, Vol. 2	91460	TE.	Engineman 2, Vol. 1	91518	EN.			
Radioman 3	91402	RM.	Engineman 2, Vol. 2	91519	EN.			
Radioman 2	91403	RM.	Electrician's Mate 3	91523	EM.			
Radioman 1	91404	RM.	Electrician's Mate 2	91524	EM, IC.			
Chief Radioman	91405	RM.	Electrician's Mate 1	91525	EM, IC.			
Introduction to Radio Equipment	91406	RM.	Chief Electrician's Mate	91526	EM, IC.			
Yeoman 3	91413-1	MA, SN, YN.	I. C. Electrician 3	91528	IC.			
Yeoman 2	91414-1	MA, SN, YN.	Gyro Compasses	91532	IC.			
Yeoman 1	91415-1	YN.	Metalsmith 3	91533	ME, ML, MR.			
Chief Yeoman	91416-1	YN.	Metalsmith 2	91534	ME, ML, MR.			
Personnel Man 3	91419	PN.	Metalsmith 1	91535	ME, ML.			
Personnel Man 2	91420	PN.	Chief Metalsmith	91536	ME, ML.			
Personnel Man 1	91421	PN.	Pipe Fitter 3	91538	FP, SW.			
Chief Personnel Man	91422	PN.	Pipe Fitter 2	91539	FP, SW.			
Storekeeper 3	91430-1	SK.	Pipe Fitter 1	91540	FP.			
Storekeeper 2	91431-1	SK.	Chief Pipe Fitter	91541	FP.			
Storekeeper 1	91432	SK.	Damage Controlman 3	91543	AB, DC, ME, PM.			
Chief Storekeeper	91433	SK.	Damage Controlman 2	91544	AB, DC, ME, PM.			
Disbursing Clerk 3	91435-2	DK.	Damage Controlman 1	91545	DC, PM.			
Disbursing Clerk 2	91436-2	DK.	Chief Damage Controlman	91546	DC, PM.			
Disbursing Clerk 1	91437-1	DK.	Patternmaker 3	91548	PM.			
Chief Disbursing Clerk	91438-1	DK.	Patternmaker 2	91549	PM.			
Commissaryman 3	91440	CS, SH.	Molder 3	91553	ML.			
Commissaryman 2	91441	CS, SH.	Molder 2	91554	ML.			
Commissaryman 1	91442	CS.	Construction Group					
Chief Commissaryman	91443	CS.	Surveyor 3	91563	DM, SV.			
Baker's Handbook	91444	CS.	Surveyor 2	91564	DM, SV.			
Ship's Serviceman 3	91446	SH.	Surveyor 1	91565	DM, SV.			
Ship's Serviceman 2	91447	SH.	Chief Surveyor	91566	DM, SV.			
Ship's Serviceman 1	91448	SH.	Construction Electrician's Mate 3	91568	CE.			
Chief Ship's Serviceman	91449	SH.	Construction Electrician's Mate 2	91569	CE.			
Journalist 3	91451	JO.	Construction Electrician's Mate 1, Vol. 1	91570	CE.			
Journalist 2	91452	JO.	Chief Construction Electrician's Mate, Vol. 1	91571	CE.			
Armed Forces Newspaper Editor's Guide	91456-1	JO.	Driver 3	91573	CD.			
			Driver 2	91574	CD.			

Title of Course	NavPers Number	Applicable to Following Ratings in Particular	Title of Course	NavPers Number	Applicable to Following Ratings in Particular
Driver 1	91575	CD.	Aircraft Munitions	91637	AN, AO.
Chief Driver	91576	CD.	Aircraft Turrets	91638	AO.
Mechanic 3	91578	CM, CD, UT.	Parachute Rigger, Vol. 1	91640	PR.
Mechanic 2	91579	CM, CD, UT.	Parachute Rigger, Vol. 2	91641	PR.
Mechanic 1	91580	CM.	Aircraft Survival Equipment	91642	AN, PR.
Chief Mechanic	91581	CM.	Aerology, Vol. 1	91644	AG.
Builder 3	91583	BU.	Aerology, Vol. 2	91645	AG.
Builder 2	91584	BU.	Photography, Vol. 1	91647	JO, LI, PH.
Builder 1	91585	BU.	Photography, Vol. 2	91648	PH.
Chief Builder	91586	BU.	Transport Airmen	91650	AD.
Steelworker 3	91588	BU, SW.	Aviation Storekeeper, Vol. 1	91651-1	AK.
Steelworker 2	91589	BU, SW.	Aviation Storekeeper, Vol. 2	91652	AK.
Steelworker 1	91590	SW.	Aviation Supply	91653	AB, AC, AD, AE, AK, AL, AM, AO, AT, PR, TD.
Chief Steelworker	91591	SW.			
Utilities Man 3	91593	UT.	Aviation Boatswain's Mate, Vol. 1	91654	AB.
Utilities Man 2	91594	UT.	Aviation Boatswain's Mate, Vol. 2	91655	AB.
Utilities Man 1	91595	UT.	Tradezman	91658	TD.
Chief Utilities Man	91596	UT.			
Aviation Group					
Aircraft Electrical Systems	91607	AE, AO.			
Advanced Work in Aircraft					
Electricity	91608	AE, AO.			
Aviation Electrician's Mate, Vol. 1	91610	AE.			
Aviation Electrician's Mate, Vol. 2	91611	AE.			
Aircraft Materials	91616	AM.			
Aircraft Welding	91617	AM.			
Aircraft Structures	91620-1	AM.			
Aircraft Structural Maintenance	91621	AM.			
Aviation Structural Mechanic Handbook	91622	AM.			
Aircraft Hydraulics	91624	AM, AO.			
Aircraft Instruments	91627	AE, TD.			
Aircraft Engines	91628	AD.			
Aircraft Fuel Systems	91630	AD.			
Aircraft Propellers	91631	AD.			
Flight Engineering	91632	AD.			
Aircraft Armament	91634	AO.			
Aircraft Fire Control	91635	AO.			
Medical Group					
Handbook of the Hospital Corps					
				91666	DN, DT, HM, HN.
Dental Group					
Handbook for General Dental Technicians				91684	DN, DT.
Handbook for Dental Prosthetic Technicians 3				91685	DN, DT.
Handbook for Dental Prosthetic Technicians 2				91686	DN, DT.
Handbook for Dental Prosthetic Technicians 1 & C				91687	DN, DT.
Handbook for Dental Equipment Maintenance and Repair				91689	DN, DT.
Steward Group					
Steward 3				91692-2	SD.
Steward 2				91693-1	SD.
Steward 1				91694	SD.
Chief Steward				91695	SD.

Third Volume of Study Course In Naval Electronics Is Ready

A new officer correspondence course, *Naval Electronics, Part III* (NavPers 10932), is now available at the Naval Correspondence Course Center. Covering the general field of naval electronics not handled in *Naval Electronics, Parts I and II* (NavPers 10925 and 10929), this course describes in a general way the use, operation, and maintenance of radar countermeasure equipment, IFF and Racons, radio direction finding equipment, Loran, infrared equipment, radiac, television, guided missiles, and sonar equipment.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the

Naval Correspondence Course Center, Building "RF," U. S. Naval Base, Brooklyn 1, New York.



"Aww—'Boats,' it's just a toy!"

Course Is Available on Naval Ordnance Establishment

A new officer correspondence course, *The Naval Ordnance Establishment* (NavPers 10963) is now available at the Naval Correspondence Course Center. The course covers the scope of the Bureau of Ordnance, the activities of ordnance field stations, and the duties of bureau and field personnel.

This course consists of six assignments and is evaluated at 12 points credit for Naval Reservists.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, New York.

What You Should Know About Officer Designator Codes

DO YOU KNOW your officer designator code and what it stands for?

Extensive changes have been made in the Navy's billet and officer designator codes principally as the result of recommendations submitted by the Low and Grenfell Boards.

Approximately 1200 commissioned and warrant officers have had their designator codes changed through elimination of eight line officer designators and 14 warrant officer designators. At the same time, the phrase "unrestricted line officer" has been eliminated.

In the future, according to BuPers Inst. 1210.4A, which also revises and consolidates all existing directives concerning the use and definitions of billet and officer designator codes, the former unrestricted line officer will simply be known as "line officer." The "Line" consists primarily of those eligible for sea command.

The phrase "restricted line officer" will continue to designate primarily those officers designated for engineering duty, aeronautical engineering duty, special duty and limited duty. Limited duty officers, if qualifi-

Find the Fourth Digit of Your Officer Designator Code

- 0 = An officer of the Regular Navy whose permanent grade is ensign or above.
- 1 = An officer of the Regular Navy whose permanent status is warrant officer.
- 2 = A temporary officer of the Regular Navy whose permanent rating is enlisted.
- 3 = An officer of the Regular Navy who is on the retired list.
- 4 = An officer of the Fleet Reserve.
- 5 = An officer of the Naval Reserve (except most former Merchant Marine Reserve and specified Naval Reserve officers on active duty in the TAR Program) whose permanent grade is ensign or above.
- 6 = An officer of the Naval Reserve (except some former Merchant Marine Reserve and specified Naval Reserve officers on active duty in the TAR Program) whose permanent status or rating is warrant officer, or enlisted.
- 7 = An officer of the Naval Reserve on active duty in the TAR Program (Training and Administration of Reserves). Includes officers of the TAR Program rotated to other than TAR billets.
- 8 = Certain specified officers of the Naval Reserve who were formerly of the Merchant Marine Reserve.
- 9 = An officer of the Naval Reserve who is on the retired list.

fied and specifically authorized, are eligible for command at sea.

Here's a list of officer designators which were changed, as noted in BuPers Notice 1210 (22 Nov 1954):

- **Line:** 133.....; 134.....; 139.....
- **Restricted Line:** 152.....; 176.....; 177.....; 178.....; 179.....
- **Warrant:** 712.....; 714.....; 744.....; 748.....; 751.....; 762.....; 763.....; 771.....; 772.....; 773.....; 778.....; 783.....; 784.....; 788.....

Officers with these designators are being given new designator codes. For example, those with designators beginning with 152..... (AEDOs specializing in aviation electronics engineering) are being provided with new designators beginning with 151..... (AEDOs specializing in aeronautical engineering).

All ships and stations were notified of changes in the designator system by the BuPers instruction, and BuPers Notice 1210 (22 Nov 1954) indicated changes in designators of officers on active duty. Individual letters will be sent to officers not on active duty who are affected, notifying them that their designators have been changed.

The instruction also gives considerable background information concerning billet and officer designator codes.

What is the use and significance of the officer designator code?

It is defined as a four-digit number used to group both billets and officers by categories for personnel accounting purposes, and to identify the status of officers within these categories. It also serves as a broad officer qualification index, particularly for restricted line and staff corps.

Change of billet or officer designator codes can be made only by the Chief of Naval Personnel.

Below you'll find a table which shows the categories of officers and billets and indicates which codes apply only to billets, which apply to officers, and which apply to both.

WHAT'S IN A NAME

First Lieutenant

It was customary in feudal times for the holder of an estate to be represented by another in his service with the royal forces. Our word lieutenant, from the French *lieu* meaning "place" and *tenant*, "holding," springs from this practice. It came later to be used generally for an officer who supplies or "holds the place" of a superior in his absence. A "First Lieutenant" was, in the old days, the next in command to the captain of a ship, and the title so-called was first held in our Navy by John Paul Jones.

In the modern Navy, the title designates a duty, not a rank. Although the command responsibilities of the first lieutenant have been taken over by the executive officer, many of the other duties formerly included by this title have been retained.

On ships not primarily concerned with offense through ordnance or aircraft, the first lieutenant is the officer charged with the general responsibility for the upkeep and cleanliness of the ship, its boats and weath-



er-deck gear, except for that assigned to any other department. Discipline, general drills and deck seamanship also fall into his bailiwick.

On ships with offensive characteristics primarily relating to ordnance or aircraft, the first lieutenant acts as assistant to the gunnery officer.

You'll also find a table which lists the fourth digits used in the *officer designator code* to identify the status of officers within the various categories. The fourth digit does not apply to billets.

In official correspondence, the officer designator code is written after your file number, preceded by a slant line.

When you are placed on the retired list, the first three digits of your

officer designator code remain the same. However, the fourth digit will become a "3" or a "9" to indicate that you are retired. (For distinction between the meaning of the figures "3" and "9" see the table.)

Officer *designator* codes should not be confused with officer *qualifications* codes. The latter are six-digit numbers which pinpoint your specific civilian and/or naval experience. Changes in these codes as-

signed to you will be made as you acquire additional education and experience, but these changes do not, as a rule, justify a change in your designator code. The *Officer Qualifications Code Manual* (NavPers 15006) is the official guide for assigning and interpreting officer qualifications codes.

There is still another code—the *Navy officer billet classification code* which is a four-digit code. This is

Billet and Officer Designator Codes

(The first three numbers of your designator are shown below. Add to them a fourth number you'll find in the table on page 50, and then you'll have your four-digit designator.)

Meaning When Applied to Billets	First three digits of Designator	Meaning When Applied to Officers
A billet to be filled by a line officer who may be a member of the aeronautical organization. (To be used only when directed by the Chief of Naval Operations to identify the billets of certain major commands, their deputies, or their Chiefs of Staff.)	100	Applies only to billets.
A billet to be filled by a line officer.	110	A line officer.
A billet to be filled by a line officer who is qualified in submarines.	112	Applies only to billets.
A billet to be filled by a line officer who is a member of the aeronautical organization.	130	Applies only to billets.
Applies only to officers. Billets designated 130.	131	A line officer who is qualified for duty involving flying heavier-than-air, or heavier and lighter-than-air type aircraft as a pilot.
Applies only to officers. Billets designated 130.	132	A line officer who is qualified for duty involving flying heavier-than-air, lighter-than-air, or both heavier-and lighter-than-air type aircraft as a pilot, and is serving continuously on active duty under a 4-year contract pursuant to the provisions of section 3 of the Naval Aviation Cadet Act of 1942, as amended.
Applies only to officers. Billets designated 130.	135	A line officer, a member of the aeronautical organization who is not a pilot.
Applies only to officers. Billets designated 130.	138	A line officer who is qualified for duty involving flying lighter-than-air type aircraft only, as a pilot.
RESTRICTED LINE		
A billet to be filled by an engineering duty officer.	140	An engineering duty officer.
Applies only to officers. Billets designated 140.	142	An engineering duty officer specializing in electronics engineering.
A billet to be filled by an engineering duty officer specializing in ordnance engineering.	145	An engineering duty officer specializing in ordnance engineering.
A billet to be filled by an aeronautical engineering duty officer.	151	An aeronautical engineering duty officer.
A billet to be filled by an aeronautical engineering duty officer specializing in aerological engineering.	153	An aeronautical engineering duty officer specializing in aerological engineering.
A billet to be filled by a special duty officer specializing in communications.	161	A special duty officer specializing in communications.
A billet to be filled by a special duty officer specializing in law.	162	A special duty officer specializing in law.
A billet to be filled by a special duty officer specializing in naval intelligence.	163	A special duty officer specializing in naval intelligence.
A billet to be filled by a special duty officer specializing in photography.	164	A special duty officer specializing in photography.
A billet to be filled by a special duty officer specializing in public information.	165	A special duty officer specializing in public information.
A billet to be filled by a special duty officer specializing in psychology.	166	A special duty officer specializing in psychology.
A billet to be filled by a special duty officer specializing in hydrography.	167	A special duty officer specializing in hydrography.

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Title of Course	NavPers Number	Applicable to Following Ratings in Particular	Title of Course	NavPers Number	Applicable to Following Ratings in Particular			
Chief Fire Controlman, Vol. 1	91323	FT.	Ship's Serviceman Tailor	91463-1	SH.			
Electricity for Fire Controlman and Fire Control Technicians, Vol. 1	91326	ET, FT, IC, MN, TM.	Ship's Serviceman Cobbler	91464	SH.			
Electricity for Fire Controlman and Fire Control Technicians, Vol. 2	91327	ET, FT, IC, MN, TM.	Ship's Serviceman Barber	91465	SH.			
Mineman 3	91334	MN.	The Shore Patrolman	91468	All ratings.			
Mineman 2	91335	MN.	Miscellaneous Group					
Mineman 1	91336	MN.	Lithographer 3	91472	LI.			
Chief Mineman	91337	MN.	Lithographer 2	91473	LI.			
Electronics Group								
Electronics Technician 3	91373-1	AL, AT, ET, GS, RM, SO, TD.	Lithographer 1	91474	LI.			
Electronics Technician 2, Vol. 1	91374	AT, ET, FT, GS, SO, TD.	Chief Lithographer	91475	LI.			
Electronics Technician 2, Vol. 2	91375	AT, ET, RM.	Printer 3	91477-1	LI.			
Precision Equipment Group								
Instrumentman 3	91382	IM.	Printer 2	91478-1	LI.			
Instrumentman 2	91383	IM.	Engineering and Hull Group					
Instrumentman 1	91384	IM.	Machinist's Mate 3	91501	MM.			
Chief Instrumentman	91385	IM.	Machinist's Mate 2	91502	MM.			
Opticalman 3, Vol. 1	91387	IM, OM.	Field Manufacture of Industrial Gases					
Opticalman 3, Vol. 2	91388	OM.	Machinery Repairman 3	91505	MM.			
Rangefinders	91390	OM.	Machinery Repairman 2	91506	MR.			
Lead-Computing Sights	91391	OM.	Boilerman 3	91507	MR.			
Submarine Periscopes	91392	OM.	Boilerman 2	91511	BT.			
Administrative and Clerical Group			Boilerman 1	91512-1	BT.			
Teleman	91400	TE.	Chief Boilerman	91513-1	BT.			
Navy Mail, Vol. 1	91401-2	TE.	Engineman 3, Vol. 1	91514-1	BT.			
Navy Mail, Vol. 2	91460	TE.	Engineman 3, Vol. 2	91516	EN.			
Radioman 3	91402	RM.	Engineman 2, Vol. 1	91517	EN.			
Radioman 2	91403	RM.	Engineman 2, Vol. 2	91518	EN.			
Radioman 1	91404	RM.	Electrician's Mate 3	91519	EN.			
Chief Radioman	91405	RM.	Electrician's Mate 2	91523	EM.			
Introduction to Radio Equipment	91406	RM.	Electrician's Mate 1	91524	EM, IC.			
Yeoman 3	91413-1	MA, SN, YN.	Chief Electrician's Mate	91525	EM, IC.			
Yeoman 2	91414-1	MA, SN, YN.	I. C. Electrician 3	91526	EM, IC.			
Yeoman 1	91415-1	YN.	Gyro Compasses	91528	IC.			
Chief Yeoman	91416-1	YN.	Metalsmith 3	91533	ME, ML, MR.			
Personnel Man 3	91419	PN.	Metalsmith 2	91534	ME, ML, MR.			
Personnel Man 2	91420	PN.	Metalsmith 1	91535	ME, ML.			
Personnel Man 1	91421	PN.	Chief Metalsmith	91536	ME, ML.			
Chief Personnel Man	91422	PN.	Pipe Fitter 3	91538	FP, SW.			
Storekeeper 3	91430-1	SK.	Pipe Fitter 2	91539	FP, SW.			
Storekeeper 2	91431-1	SK.	Pipe Fitter 1	91540	FP.			
Storekeeper 1	91432	SK.	Chief Pipe Fitter	91541	FP.			
Chief Storekeeper	91433	SK.	Damage Controlman 3	91543	AB, DC, ME, PM.			
Disbursing Clerk 3	91435-2	DK.	Damage Controlman 2	91544	AB, DC, ME, PM.			
Disbursing Clerk 2	91436-2	DK.	Damage Controlman 1	91545	DC, PM.			
Disbursing Clerk 1	91437-1	DK.	Chief Damage Controlman	91546	DC, PM.			
Chief Disbursing Clerk	91438-1	DK.	Patternmaker 3	91548	PM.			
Commissaryman 3	91440	CS, SH.	Patternmaker 2	91549	PM.			
Commissaryman 2	91441	CS, SH.	Molder 3	91553	ML.			
Commissaryman 1	91442	CS.	Molder 2	91554	ML.			
Chief Commissaryman	91443	CS.	Construction Group					
Baker's Handbook	91444	CS.	Surveyor 3	91563	DM, SV.			
Ship's Serviceman 3	91446	SH.	Surveyor 2	91564	DM, SV.			
Ship's Serviceman 2	91447	SH.	Surveyor 1	91565	DM, SV.			
Ship's Serviceman 1	91448	SH.	Chief Surveyor	91566	DM, SV.			
Chief Ship's Serviceman	91449	SH.	Construction Electrician's Mate 3	91568	CE.			
Journalist 3	91451	JO.	Construction Electrician's Mate 2	91569	CE.			
Journalist 2	91452	JO.	Construction Electrician's Mate 1, Vol. 1	91570	CE.			
Armed Forces Newspaper Editor's Guide	91456-1	JO.	Chief Construction Electrician's Mate, Vol. 1	91571	CE.			
			Driver 3	91573	CD.			
			Driver 2	91574	CD.			

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Title of Course	NavPers Number	Applicable to Following Ratings in Particular	Title of Course	NavPers Number	Applicable to Following Ratings in Particular			
Driver 1	91575	CD.	Aircraft Munitions	91637	AN, AO.			
Chief Driver	91576	CD.	Aircraft Turrets	91638	AO.			
Mechanic 3	91578	CM, CD, UT.	Parachute Rigger, Vol. 1	91640	PR.			
Mechanic 2	91579	CM, CD, UT.	Parachute Rigger, Vol. 2	91641	PR.			
Mechanic 1	91580	CM.	Aircraft Survival Equipment	91642	AN, PR.			
Chief Mechanic	91581	CM.	Aerology, Vol. 1	91644	AG.			
Builder 3	91583	BU.	Aerology, Vol. 2	91645	AG.			
Builder 2	91584	BU.	Photography, Vol. 1	91647	JO, LI, PH.			
Builder 1	91585	BU.	Photography, Vol. 2	91648	PH.			
Chief Builder	91586	BU.	Transport Airmen	91650	AD.			
Steelworker 3	91588	BU, SW.	Aviation Storekeeper, Vol. 1	91651-1	AK.			
Steelworker 2	91589	BU, SW.	Aviation Storekeeper, Vol. 2	91652	AK.			
Steelworker 1	91590	SW.	Aviation Supply	91653	AB, AC, AD, AE, AK, AL, AM, AO, AT, PR, TD.			
Chief Steelworker	91591	SW.	Aviation Boatswain's Mate, Vol. 1	91654	AB.			
Utilities Man 3	91593	UT.	Aviation Boatswain's Mate, Vol. 2	91655	AB.			
Utilities Man 2	91594	UT.	Trademan	91658	TD.			
Utilities Man 1	91595	UT.						
Chief Utilities Man	91596	UT.						
Aviation Group								
Aircraft Electrical Systems	91607	AE, AO.	Medical Group					
Advanced Work In Aircraft			Handbook of the Hospital Corps	91666	DN, DT, HM, HN.			
Electricity	91608	AE, AO.	Dental Group					
Aviation Electrician's Mate, Vol. 1	91610	AE.	Handbook for General Dental Technicians	91684	DN, DT.			
Aviation Electrician's Mate, Vol. 2	91611	AE.	Handbook for Dental Prosthetic Technicians 3	91685	DN, DT.			
Aircraft Materials	91616	AM.	Handbook for Dental Prosthetic Technicians 2	91686	DN, DT.			
Aircraft Welding	91617	AM.	Handbook for Dental Prosthetic Technicians 1 & C	91687	DN, DT.			
Aircraft Structures	91620-1	AM.	Handbook for Dental Equipment Maintenance and Repair	91689	DN, DT.			
Aircraft Structural Maintenance	91621	AM.						
Aviation Structural Mechanic Handbook	91622	AM.						
Aircraft Hydraulics	91624	AM, AO.						
Aircraft Instruments	91627	AE, TD.						
Aircraft Engines	91628	AD.						
Aircraft Fuel Systems	91630	AD.						
Aircraft Propellers	91631	AD.						
Flight Engineering	91632	AD.						
Aircraft Armament	91634	AO.						
Aircraft Fire Control	91635	AO.						

Third Volume of Study Course In Naval Electronics Is Ready

A new officer correspondence course, *Naval Electronics, Part III* (NavPers 10932), is now available at the Naval Correspondence Course Center. Covering the general field of naval electronics not handled in *Naval Electronics, Parts I and II* (NavPers 10925 and 10929), this course describes in a general way the use, operation, and maintenance of radar countermeasure equipment, IFF and Racons, radio direction finding equipment, Loran, infrared equipment, radiac, television, guided missiles, and sonar equipment.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the

Naval Correspondence Course Center, Building "RF," U. S. Naval Base, Brooklyn 1, New York.



"Aww—'Beats,' it's just a toy!"

Course Is Available on Naval Ordnance Establishment

A new officer correspondence course, *The Naval Ordnance Establishment* (NavPers 10963) is now available at the Naval Correspondence Course Center. The course covers the scope of the Bureau of Ordnance, the activities of ordnance field stations, and the duties of bureau and field personnel.

This course consists of six assignments and is evaluated at 12 points credit for Naval Reservists.

Application for enrollment should be made on form NavPers 992 forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, New York.

What You Should Know About Officer Designator Codes

DO YOU KNOW your officer designator code and what it stands for?

Extensive changes have been made in the Navy's billet and officer designator codes principally as the result of recommendations submitted by the Low and Grenfell Boards.

Approximately 1200 commissioned and warrant officers have had their designator codes changed through elimination of eight line officer designators and 14 warrant officer designators. At the same time, the phrase "unrestricted line officer" has been eliminated.

In the future, according to BuPers Inst. 1210.4A, which also revises and consolidates all existing directives concerning the use and definitions of billet and officer designator codes, the former unrestricted line officer will simply be known as "line officer." The "Line" consists primarily of those eligible for sea command.

The phrase "restricted line officer" will continue to designate primarily those officers designated for engineering duty, aeronautical engineering duty, special duty and limited duty. Limited duty officers, if qualifi-

Find the Fourth Digit of Your Officer Designator Code

- 0 = An officer of the Regular Navy whose permanent grade is ensign or above.
- 1 = An officer of the Regular Navy whose permanent status is warrant officer.
- 2 = A temporary officer of the Regular Navy whose permanent rating is enlisted.
- 3 = An officer of the Regular Navy who is on the retired list.
- 4 = An officer of the Fleet Reserve.
- 5 = An officer of the Naval Reserve (except most former Merchant Marine Reserve and specified Naval Reserve officers on active duty in the TAR Program) whose permanent grade is ensign or above.
- 6 = An officer of the Naval Reserve (except some former Merchant Marine Reserve and specified Naval Reserve officers on active duty in the TAR Program) whose permanent status or rating is warrant officer, or enlisted.
- 7 = An officer of the Naval Reserve on active duty in the TAR Program (Training and Administration of Reserves). Includes officers of the TAR Program rotated to other than TAR billets.
- 8 = Certain specified officers of the Naval Reserve who were formerly of the Merchant Marine Reserve.
- 9 = An officer of the Naval Reserve who is on the retired list.

fied and specifically authorized, are eligible for command at sea.

Here's a list of officer designators which were changed, as noted in BuPers Notice 1210 (22 Nov 1954):

- *Line*: 133....; 134....; 139....
- *Restricted Line*: 152....; 176....; 177....; 178....; 179....
- *Warrant*: 712....; 714....; 744....; 748....; 751....; 762....; 763....; 771....; 772....; 773....; 778....; 783....; 784....; 788....

Officers with these designators are being given new designator codes. For example, those with designators beginning with 152.... (AEDOs specializing in aviation electronics engineering) are being provided with new designators beginning with 151.... (AEDOs specializing in aeronautical engineering.)

All ships and stations were notified of changes in the designator system by the BuPers instruction, and BuPers Notice 1210 (22 Nov 1954) indicated changes in designators of officers on active duty. Individual letters will be sent to officers not on active duty who are affected, notifying them that their designators have been changed.

The instruction also gives considerable background information concerning billet and officer designator codes.

What is the use and significance of the officer designator code?

It is defined as a four-digit number used to group both billets and officers by categories for personnel accounting purposes, and to identify the status of officers within these categories. It also serves as a broad officer qualification index, particularly for restricted line and staff corps.

Change of billet or officer designator codes can be made only by the Chief of Naval Personnel.

Below you'll find a table which shows the categories of officers and billets and indicates which codes apply only to billets, which apply to officers, and which apply to both.

WHAT'S IN A NAME

First Lieutenant

It was customary in feudal times for the holder of an estate to be represented by another in his service with the royal forces. Our word *lieutenant*, from the French *lieu* meaning "place" and *tenant*, "holding," springs from this practice. It came later to be used generally for an officer who supplies or "holds the place" of a superior in his absence. A "First Lieutenant" was, in the old days, the next in command to the captain of a ship, and the title so-called was first held in our Navy by John Paul Jones.

In the modern Navy, the title designates a duty, not a rank. Although the command responsibilities of the first lieutenant have been taken over by the executive officer, many of the other duties formerly included by this title have been retained.

On ships not primarily concerned with offense through ordnance or aircraft, the first lieutenant is the officer charged with the general responsibility for the upkeep and cleanliness of the ship, its boats and weath-



er-deck gear, except for that assigned to any other department. Discipline, general drills and deck seamanship also fall into his bailiwick.

On ships with offensive characteristics primarily relating to ordnance or aircraft, the first lieutenant acts as assistant to the gunnery officer.

You'll also find a table which lists the fourth digits used in the *officer* designator code to identify the status of officers within the various categories. The fourth digit does not apply to billets.

In official correspondence, the officer designator code is written after your file number, preceded by a slant line.

When you are placed on the retired list, the first three digits of your

officer designator code remain the same. However, the fourth digit will become a "3" or a "9" to indicate that you are retired. (For distinction between the meaning of the figures "3" and "9" see the table.)

Officer *designator* codes should not be confused with officer *qualifications* codes. The latter are six-digit numbers which pinpoint your specific civilian and/or naval experience. Changes in these codes as-

signed to you will be made as you acquire additional education and experience, but these changes do not, as a rule, justify a change in your designator code. The *Officer Qualifications Code Manual* (NavPers 15006) is the official guide for assigning and interpreting officer qualifications codes.

There is still another code—the *Navy officer billet classification code* which is a four-digit code. This is

Billet and Officer Designator Codes

(The first three numbers of your designator are shown below. Add to them a fourth number you'll find in the table on page 50, and then you'll have your four-digit designator.)

Meaning When Applied to Billets	First three digits of Designator	Meaning When Applied to Officers
A billet to be filled by a line officer who may be a member of the aeronautical organization. (To be used only when directed by the Chief of Naval Operations to identify the billets of certain major commands, their dep-uties, or their Chiefs of Staff.)	100	Applies only to billets.
A billet to be filled by a line officer.	110	A line officer.
A billet to be filled by a line officer who is qualified in submarines.	112	Applies only to billets.
A billet to be filled by a line officer who is a member of the aeronautic organization.	130	Applies only to billets.
Applies only to officers. Billets designated 130.	131	A line officer who is qualified for duty involving flying heavier-than-air, or heavier and lighter-than-air type aircraft as a pilot.
Applies only to officers. Billets designated 130.	132	A line officer who is qualified for duty involving flying heavier-than-air, lighter-than-air, or both heavier-and lighter-than-air type aircraft as a pilot, and is serving continuously on active duty under a 4-year contract pursuant to the provisions of section 3 of the Naval Aviation Cadet Act of 1942, as amended.
Applies only to officers. Billets designated 130.	135	A line officer, a member of the aeronautic organization who is not a pilot.
Applies only to officers. Billets designated 130.	138	A line officer who is qualified for duty involving flying lighter-than-air type aircraft only, as a pilot.
RESTRICTED LINE		
A billet to be filled by an engineering duty officer.	140	An engineering duty officer.
Applies only to officers. Billets designated 140.	142	An engineering duty officer specializing in electronics engineering.
A billet to be filled by an engineering duty officer specializing in ordnance engineering.	145	An engineering duty officer specializing in ordnance engineering.
A billet to be filled by an aeronautical engineering duty officer.	151	An aeronautical engineering duty officer.
A billet to be filled by an aeronautical engineering duty officer specializing in aerological engineering.	153	An aeronautical engineering duty officer specializing in aerological engineering.
A billet to be filled by a special duty officer specializing in communications.	161	A special duty officer specializing in communications.
A billet to be filled by a special duty officer specializing in law.	162	A special duty officer specializing in law.
A billet to be filled by a special duty officer specializing in naval intelligence.	163	A special duty officer specializing in naval intelligence.
A billet to be filled by a special duty officer specializing in photography.	164	A special duty officer specializing in photography.
A billet to be filled by a special duty officer specializing in public information.	165	A special duty officer specializing in public information.
A billet to be filled by a special duty officer specializing in psychology.	166	A special duty officer specializing in psychology.
A billet to be filled by a special duty officer specializing in hydrography.	167	A special duty officer specializing in hydrography.

THE BULLETIN BOARD

Meaning When Applied to Billets

Not a billet designator. Applies only to officers.
 Same as 170.
 Applies only to officers under instruction in civilian schools.

A billet to be filled by a Medical Corps officer.
 A billet to be filled by a Dental Corps officer.
 A billet to be filled by a Medical Service Corps officer.
 A billet to be filled by a Nurse Corps officer.
 A billet to be filled by a Supply Corps officer.
 Not a billet designator. Billets designated 310.
 A billet to be filled by a Chaplain Corps officer.
 A billet to be filled by a Civil Engineer Corps officer.
 Not a billet designator. Billets designated 510.

A billet for an Aviation Operations Technician.
 A billet for a Boatswain.
 A billet for an Aviation Ordnance Technician.
 A billet for a Surface Ordnance Technician.
 A billet for a Control Ordnance Technician.
 A billet for an Underwater Ordnance Technician.
 A billet for a Mine Warfare Technician.
 A billet for an Aviation Maintenance Technician.
 A billet for a Machinist.
 A billet for an Equipment Foreman.
 A billet for an Electrician.
 A billet for a Construction Electrician.
 A billet for an Aviation Electronics Technician.
 A billet for a Communications Technician.
 A billet for an Electronics Technician.
 A billet for a Ship Repair Technician.
 A billet for a Building Foreman.
 A billet for a Ship's Clerk.
 A billet for a Bandmaster.
 A billet for a Supply Clerk.
 A billet for a Medical Service Warrant.
 A billet for a Dental Service Warrant.
 A billet for an Aerographer.
 A billet for a Photographer.

to identify types and detailed requirements for naval officer billets as described in the *Manual of Navy Officer Billet Classifications* (NavPers 15839). Used with designator codes and grades, billet codes are shown on allowance/complement forms to describe billets to be filled by officers.

Restricted line billets are normally filled by officers similarly designated, but may be filled by line officers on the basis of individual capabilities. Also, line billets may be filled by officers of the restricted line,

First three digits of Designator

Meaning When Applied to Officers

170 A limited duty officer (deck).
 171 A limited duty officer (ordnance).
 172 A limited duty officer (administration).
 173 A limited duty officer (engineering).
 174 A limited duty officer (hull).
 175 A limited duty officer (electronics).
 181 A limited duty officer (aviation operations).
 182 A limited duty officer (aviation ordnance).
 183 A limited duty officer (aviation maintenance).
 184 A limited duty officer (aviation electronics).
 185 A limited duty officer (aerology).
 199 A line officer under instruction as a prospective staff corps officer.

STAFF CORPS

210 A Medical Corps officer.
 220 A Dental Corps officer.
 230 A Medical Service Corps officer.
 290 A Nurse Corps officer.
 310 A Supply Corps officer.
 370 A limited duty officer of the Supply Corps.
 410 A Chaplain Corps officer.
 510 A Civil Engineer Corps officer.
 570 A limited duty officer of the Civil Engineer Corps.

WARRANT

711 Aviation Operations Technician.
 713 Boatswain.
 721 Aviation Ordnance Technician.
 723 Surface Ordnance Technician.
 724 Control Ordnance Technician.
 733 Underwater Ordnance Technician.
 734 Mine Warfare Technician.
 741 Aviation Maintenance Technician.
 743 Machinist.
 749 Equipment Foreman.
 754 Electrician.
 759 Construction Electrician.
 761 Aviation Electronics Technician.
 764 Communications Technician.
 766 Electronics Technician.
 774 Ship Repair Technician.
 779 Building Foreman.
 782 Ship's Clerk.
 785 Bandmaster.
 798 Supply Clerk.
 817 Medical Service Warrant.
 818 Dental Service Warrant.
 821 Aerographer.
 831 Photographer.

provided the officer is qualified to meet the requirements of the specific billet.

Three New Correspondence Courses for Enlisted Personnel

Three new Enlisted Correspondence Courses have been made available to all enlisted personnel on active or inactive duty.

Two of the courses, *Quartermaster 3*, Vol. 2 (NavPers 91285-1) and *Quartermaster 2*, Vol. 2 (NavPers 91287-1), which are applicable in

particular to Navymen with the ratings of QM, QMQ and QMS, are available for repeat credit. The third course, *Navy Mail*, Vol. 2 (NavPers 91460) applicable to TEs and TEMs, is introduced for the first time.

These courses may be used to study for the rates indicated and also may be substituted for completion of a Navy Training Course.

Men desiring to take any of these courses should see their division officer or education officer and ask for an Enlisted Correspondence Course Application (NavPers 977). Inactive

Reservists should request the application form from their naval district commandant or Naval Reserve Training Center.

All applications should be sent to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base, Brooklyn 1, N. Y., via your commanding officer.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 59—Requested quarterly summaries of communications traffic.

No. 60—Stated that personnel eligible for advancement in rating on 16 Jan and 16 Mar 1955 may be advanced in rating 1 Jan 1955.

No. 61—Announced approval by the President of the Selection Board report which recommended temporary promotion of Regular Navy and Naval Reserve officers to the grade of lieutenant commander.

NavAct

No. 4—Announces that applications from qualified Regular Navy and Naval Reserve officers on active duty are desired for postgraduate training in nuclear engineering and mechanical engineering in nuclear power at Massachusetts Institute of Technology and Navy Postgraduate School, Monterey, Calif., respectively.

BuPers Instructions

No. 1306.28B—Announces eligibility requirements and procedures to be followed in requesting transfer to duty with the Naval Security Group.

No. 1416.2—Provides general information and administrative instructions for the examination of officers considered for promotion.

No. 1510.7A—Announces revised obligated service requirements for all Class A schools.

No. 4641.2—Announces the availability of furlough fares for all active military personnel traveling via railroads within the continental limits of the United States while in a leave status.

No. 5521.6—States that a certificate of completion of previous satisfactory National Agency Check or background investigation may be substituted by commands and activities

in lieu of submitting an Agency Check Request with application for a commission in the Regular Navy or Naval Reserve.

BuPers Notices

No. 1120 (9 Dec 1954)—Requested that enclosed posters calling attention to the NavCad program be posted prominently on bulletin boards where they may be viewed by all enlisted personnel.

HOW DID IT START

The Bet That Won a Hat

Every Navyman knows how USS Constitution earned the nickname "Old Ironsides" in a battle with the British frigate Guerriere—but did you know that the same battle also settled a bet involving a hat? At least according to the legend about that historic occasion which has never been disproved.

Just before the War of 1812 broke out, Captain Dacres of Guerriere brought his ship into Chesapeake Bay, where Constitution was anchored, and the story goes that he offered to bet a hat that Guerriere would beat any American warship in 15 minutes of fighting. Although Captain Isaac Hull of Constitution doubted the Britisher's boast, with an untried ship and a green crew he couldn't say much.

Then the war broke out, with the British blockading the coast and driving our ships from the high seas. Dacres probably figured he couldn't lose when, shortly after the war began, his ship was in a squadron which chased the still-untrained Constitution off the New Jersey coast.

A few weeks after this first encounter, Dacres left the south-bound British squadron to return to Halifax for supplies. Consider his surprise when on the afternoon of August 19th his lookout called "Sail Ho!" and the masts of a frigate came over the horizon. Dacres, squinting through his spy-glass, thought the vessel must be a Dutchman.

But she wasn't a Dutchman, she was the USS Constitution, of all ships the one Captain Dacres had wanted to meet; of all ships, the one that had wanted to meet up with Guerriere.

Both ships beat to quarters. Guerriere opened fire first trying to get in a broadside. Captain Hull kept closing the enemy, yawing as he did so to keep from being raked. The first enemy shot fell short. Another enemy broadside, another miss. Then a broadside dug some splinters out of Constitution's deck and sent iron fragments whistling through the canvas.

The frigates were now running beam to beam, almost within pistol shot. A cannon



ball from Guerriere's fourth broadside ploughed into Constitution's poop deck. Marines in the Britisher's rigging began to snipe, and a Yankee seaman went down. Hull's gunnery officer shouted to ask if he could open fire. Hull's voice echoed harshly through the speaking trumpet, "Not yet, sir, not yet."

Another musket volley raked Constitution's deck. Then a swinging wave drove Constitution even closer, and as the frigates lined up almost within biscuit toss, Hull's trumpet bellowed the order, "Men, now do your duty. Fire! Pour it into them!"

After almost a half-hour of fierce fighting, the Americans saw Guerriere half listing on her beam, her mizzenmast down in a shambles of splinters, canvas and cordage, her forecastle flaming.

With 78 of his men dead or dying and his ship shot to pieces, Captain Dacres hauled down Guerriere's flag. American casualties were only seven dead and seven wounded.

Presently, Dacres was standing—his face like a death's head—on Constitution's quarterdeck, offering his sword to homespun Isaac Hull. Then, according to the popular legend, Hull politely declined the offer, adding, "If you don't mind, Captain, I'll trouble you for that hat."

THE BULLETIN BOARD

For Survivors' Rights and Benefits, See These Publications

The number of queries received by ALL HANDS and the Bureau of Naval Personnel indicates that many people have questions concerning survivor's rights and benefits, and don't know where to look for the answers. The subject is covered in detail in Navy directives, publications and in numerous ALL HANDS articles. Here's a list of the articles appearing in ALL HANDS which deal with the subject:

- *Survivors' Rights and Benefits (roundup)*—June 1952, pp 29-35.
- *Social Security Benefits*—September 1951, pp 46-49 and November 1952, pp 48-50.
- *Annuity Plan for Survivors of Retired Personnel (Uniformed Services Contingency Option Act)*—September 1953, pp 46-47, December 1953, pp 43-44, and August 1954, pp 48-49.
- *Essential Documents for Protection of Survivors*—January 1954, pp 46-48.
- *Rights and Benefits of Retired Personnel*—February 1953, pp 30-37 (This article, while applying to retired personnel, also contains information of interest to surviving dependents).

The subject is well covered by Official Navy publications and directives:

- *Personal Affairs of Naval Personnel* (NavPers 15014, Rev. 1953), plus Change No. 1, October 1954.
- *Survivor Benefits and the Uniformed Services Contingency Option Act of 1953*—BuPers Inst. 1750.1A (8 Jul 1954).
- In addition, your benefits and insurance officer is equipped to answer any question you may raise concerning insurance when he breaks out the BuPers *Insurance Manual* (NavPers 15640).

All the above should be in your ship or station personnel office.

The two following pamphlets are not distributed to ships or stations but are automatically forwarded to the serviceman's next-of-kin upon notification of casualty by the Chief of Naval Personnel.

- *Information for Dependents of Deceased Fleet Reserve and Retired Inactive Personnel* (Pers G23a)—pamphlet.
- *Information for Survivors of Deceased U. S. Navy and U. S. Naval Reserve Personnel (Active Duty)* (Pers G23a)—pamphlet.

For the future, look for a comprehensive roundup on the personal affairs of Navymen and their dependents, which will be published in an early issue of ALL HANDS.

No. 1120 (14 Dec 1954)—Announces change to BuPers Inst. 1120.23 regarding eligibility requirements for appointment in the Medical Service Corps, Naval Reserve.

No. 5510 (16 Dec 1954)—Announces change to BuPers Inst. 5510.3C regarding personnel security requirements for naval personnel attending classified courses of instruction at naval and other armed forces schools.

No. 1133 (22 Dec 1954)—Announced the distribution of U. S. Naval Institute *Proceedings* article reprint "What! Me Ship Over?"

No. 1900 (22 Dec 1954)—Announces change to BuPers Inst. 1900.2 concerning instructions governing the processing and distribution of the report of separation from the armed forces of the United States, DD Form 214.

No. 5521 (27 Dec. 1954)—Announces that commanding officers

will be given advance notice of the satisfactory completion of a National Agency Check and/or background investigation of officers when ordered to their command for duty.

Navyman Devises New Screen For Instructors' Use

Replacement of projection screens at NATTC Memphis, Tenn., is no longer a major problem thanks to an instructor in one of the schools.

Michael R. Cromwell, AM1, instructor in the Aviation Structural Mechanic Class "A" School, recently designed a translucent projection screen to take the place of the more expensive type that had been in use.

His new and simple screen is no more than a sheet of common vinyl plastic, a simple wooden frame, and an old-fashioned window shade roller. The device may be constructed

in a few minutes' time and at a very low cost.

The screen has proved invaluable as an aid to instruction. Briefly, here is how it works: The frame is suspended from the overhead by the use of two wires. It is placed approximately five feet in front of the projector being used to flash working diagrams of various pieces of equipment onto its surface. The instructor may stand at the side and toward the back of the screen and point out objects from behind. This does not interfere in any way with the students' view.

The screen has many advantages. Among these are simple construction, inexpensive material, adaptability and compactness. In addition, it has been discovered that the vinyl plastic transmits up to 2½ times the amount of light reflected from ordinary beaded or aluminum-faced screens, thus producing a much brighter and clearer picture. The screen may also be used successfully with standard motion picture equipment as well as overhead projectors.

List of New Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in December.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Paid To Kill (192): Murder drama; Dane Clark, Cecil Cheareau.

Always A Bride (193): Comedy; Peggy Cummings, Ronald Squire.

Bowery To Bagdad (194): Com-

HERE'S YOUR NAVY

edy; Leo Gorcey, Huntz Hall. *Khyber Patrol* (195): Melodrama; Richard Egan, Dawn Addams.

Two Guns And A Badge (196): Western; Wayne Morris, Morris Ankrum.

Target Earth (197): Science Fiction; Virginia Grey, Richard Denning.

Man With A Million (198) (T): Comedy; Gregory Peck, Jane Griffiths.

Rose Marie (199) (T): Musical; Ann Blyth, Howard Keel.

The Bob Mathias Story (200): Sports Drama; Bob Mathias, Ward Bond.

Duel In The Jungle (201) (T): Adventure Drama; Dana Andrews, Jeanne Crain.

Four Guns To The Border (202) (T): Western; Rory Calhoun, Colleen Miller.

The Malta Story (203): War Drama; Alex Guinness, Jack Hawkins.

The Yellow Mountain (204) (T): Western; Lex Barker, Mala Powers.

Port of Hell (205): Melodrama; Dane Clark, Carole Matthews.

Handy New Manual Is Your Guide on Basic 'Shipboard Procedures'

A handy reference guide to basic shipboard procedures in both administrative and operational matters is now proving its worth in Fleet units.

Titled *Shipboard Procedures* (NWP 50), the new manual is a compilation of sound, practical administrative, organization and operational procedures, developed through the experiences and efforts of countless officers and variously recorded in ships' organization books, directives and professional publications through the years.

Superseding Standard Ship Or-

ganization, 1948 (OP 03-P103) and *Directions for Obtaining Tactical Data for Vessels of the United States Navy*, 1935, the new manual is of a procedural nature and has many applications in support of doctrine contained within other publications of the Naval Warfare Publication series.

The adoption of uniform basic procedures, and their listing in a single volume, has the following objectives:

- To provide a standard reference book for the guidance of type commanders and commanding officers.

- To provide a standard text or reference book for training junior officers, midshipmen, and enlisted men in shipboard procedures.

- To permit transfer of ships from one fleet or force to another without revision of ships' organization and administration procedures.

- To permit transfer of personnel from one ship to another of the same or different type without requiring reorientation in basic procedures.

The material in NWP 50 is established under four categories, or parts, for the purpose of convenient reference.

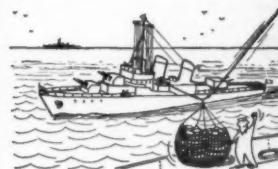
Ship's Organization and Regulations—Part I provides guidance to type commanders responsible for compiling the ship's organization and regulations manual. A prescribed table of contents for these directives is provided in the beginning of this section, while succeeding chapters parallel the order of chapters in a ship's organization and regulations manual.

Operational Readiness—Part II of NWP 50 is a guide for shipboard personnel in fulfilling basic operational readiness requirements—training, maintenance of material and morale.

Administration—Part III is a guide for utilizing the essential systems for administrations—directives, records and reports, and correspondence.

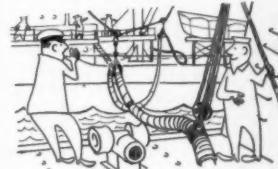
Shipboard Procedures and Seamanship—Part IV provides guidance in the recognized procedures for such shipboard operations as the use of boats, developing tactical data, preparation for riding out heavy weather and guidance for personnel in matters of seamanship.

One of the most important factors that keeps the U.S. Navy the strongest in the world is replenishment at sea. Because of replenishment at sea we can operate a powerful force in the Mediterranean, thousands of miles from a home base and at the same time keep a fleet in the Pacific even farther from the home shores. What is replen-



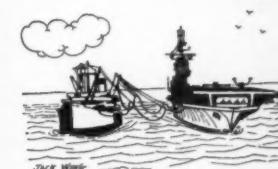
ishment at sea? Simply a pre-determined method of transferring supplies, ammunition and fuel at sea.

Developed by the U.S. Navy, replenishment at sea was called our "greatest secret weapon," during World War II, due to the tactical advantage and superiority it gave our fleets. Actually the idea behind the operation is a simple one—have auxiliary ships to carry needed supplies for the com-



batant ships. The problem comes with the execution, a tricky maneuver, especially with high seas and surface winds.

Two ships must maintain the same course and speed some 100 feet apart. Lines are shot across, which lead heavier lines or fuel hoses. For supplies, cargo is shuttled between the ships on a high line. During refueling fuel hoses



are suspended between the ships, and every move of both ships must be anticipated to keep just the right tension on the lines. One wrong move and the line will part, pumping much needed fuel into the ocean. Despite the trickiness of the operation it is routine in today's Navy, as routine as the heart pumping blood to the body.

QUIZ AWEIGH ANSWERS QUI AWEIGH IS ON PAGE 9.

1. (c) F7U-3 Cutlass.
2. (a) Fighter.
3. (b) Drone.
4. (a) A gunnery target.
5. (c) She's headed back to her home port.
6. (c) Spent at least a year overseas away from her home port.

DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy..."

★ WADDILL, Thomas H., HN, USN, serving with a Marine Rifle Company in Korea on 26-27 March 1953. When the combat post located far forward of the main line of resistance was subjected to an attack, Waddill fearlessly exposed himself to the intense barrage to move from one position to another and administer first aid to the wounded. On one occasion during the assault, he unhesitatingly shielded several wounded men with his own body to protect them from extremely close-range small-arms fire. Severely wounded but carrying on with his duties, Waddill saved the lives of three men and inspired all who observed him.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

★ CHAMBERS, Ambrose E., CDR, USNR, commanding officer of *uss Gustafson* (DE 182) in the Atlantic Ocean Area on 7 Apr 1945. Combat "V" authorized.
 ★ FORBESS, Ordis E., CDR, CEC, USN, Officer-in-Charge of a Construction Battalion Maintenance Unit to the First Marine Aircraft Wing in Korea from 11 Jun 1953 to 15 Apr 1954. Combat "V" authorized.
 ★ NIRANEN, John V., CDR, DC, USN, Member of the Staff of the U. S. Naval Dental School, National Naval Medical Center, Bethesda, Maryland, from August 1949 to February 1954.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

★ BOOTH, George H., AL1, USN, as a member of a patrol plane crew in Patrol Squadron 47 during operations in Korea from 2 Jul to 25 Dec. 1950.

★ EPPES, Marion H., CDR, USN, as Airship Commander and pilot of a Navy airship, attached to the Naval Airship Training and Experimental Command, U. S. Naval Air Station, Lakehurst, N. J., during a Board of Inspection and Survey endurance trial flight of over 200 hours from 17 to 25 May 1954.

★ GUY, Arthur G., Jr., LT, USNR, as a pilot and Flight Leader in Fighter Squadron 781, based aboard *uss Bon Homme Richard* (CVA 31) during operations in Korea on 9 Oct 1951.



NAVY AND MARINE CORPS MEDAL
 "For heroic conduct not involving actual conflict with an enemy..."

★ KISNER, James B., LCDR, USNR, for heroic conduct as pilot of a fighter plane following the engine failure and crash landing of his aircraft at Atlanta, Georgia, on 17 Jan 1954.

★ KLIEWER, Kenneth D., PH3, USN, for heroic conduct as a crew member of a plane which crashed at France Field, Coco Solo, Canal Zone, on 6 Jan 1954.
 ★ LLOYD, William P., BM3, USN, for heroic conduct while serving on board *uss Cone* (DD 866) during operations with Task Force 77 in the Sea of Japan on the night of 10 Jan 1954.

★ SILVERSTEIN, Alfred, ENS, USNR, for heroic conduct while serving on board *uss Cone* (DD 866) during operations with Task Force 77 in the Sea of Japan on the night of 10 Jan 1954.

★ TARPLEY, William A., ENS, USN, for heroic conduct while serving on board *uss Cone* (DD 866) during operations with Task Force 77 in the Sea of Japan on the night of 10 Jan 1954.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations..."

★ BEAVEN, William E., LTJG., MC, USNR, for meritorious achievement in Korea from 10 Mar to 25 July 1953. Combat "V" authorized.

★ BELL, John H., LTJG, USN, for meritorious service in Korea from 3 Jul 1951 to 7 Nov 1952. Combat "V" authorized.

★ BOYLE, Peter F., CDR, USN, for meritorious service in Korea from 8 Sep 1952 to 21 Feb 1953. Combat "V" authorized.

★ CANAL, Philip A., CDR, DC, USN, for meritorious achievement in Korea from 14 Dec 1952 to 16 Aug 1953. Combat "V" authorized.

★ CASPARI, William J., CDR, USN, for meritorious service in Korea from 24 Mar to 12 Sep 1952. Combat "V" authorized.

★ CHANDLER, Charles R., CDR, USN, for meritorious service in Korea from 5 Aug to 28 Feb 1953. Combat "V" authorized.

★ CLARK, Thurston B., CAPT, USN, for meritorious service in Korea from 6 to 22 Feb 1953. Combat "V" authorized.

★ CORLEY, Frank W., Jr., LTJG, USN, for meritorious service in Korea from 1 Jun to 13 Jul 1953. Combat "V" authorized.

★ CORRIGAN, Francis P., Jr., LTJG, USNR, for meritorious service in Korea from 6 Jan to 28 May 1953. Combat "V" authorized.

★ DAVIS, David M., LTJG, MC, USNR, for meritorious achievement in Korea from 26 Mar to 9 Jul 1953. Combat "V" authorized.

★ DELANO, Victor, CDR, USN, for meritorious service in Korea from 3 Dec 1952 to 15 Jun 1953. Combat "V" authorized.

★ DOBIE, Ernest W., Jr., CDR, USN, for meritorious service in Korea from 12 Mar to 26 Jun 1952. Combat "V" authorized.

★ DRAIN, Orville D., LCDR, USN, for meritorious service in Korea from 10 Dec 1952 to 1 Mar 1953. Combat "V" authorized.

★ DWIRE, Oliver S., CDR, USN, for meritorious service in Korea from 26 Nov 1952 to 17 May 1953. Combat "V" authorized.

★ EDDY, Thomas R., CDR, USN, for meritorious service in Korea from 9 May to 27 Jul 1953. Combat "V" authorized.

★ ELLIOTT, Chester E., LT, USN, for meritorious service in Korea from 4 Mar 1952 to 20 Feb 1953. Combat "V" authorized.

★ ENNIS, Walter A., Jr., CDR, USNR, for meritorious achievement in Korea from 13 Sep 1951 to 12 Mar 1952. Combat "V" authorized.

★ ERNST, Elmer F., LTJG, ChC, USNR, for meritorious achievement in Korea from 13 Mar to 24 Jul 1953. Combat "V" authorized.

★ FENSTERMACHER, Harry F., LCDR, USN, for meritorious achievement in Korea from 19 Jul 1952 to 26 Mar 1953. Combat "V" authorized.

ChC, usn, for meritorious achievement in Korea from 19 Oct 1952 to 15 Aug 1953.

★ FLACHSENHAR, John J., CDR, usn, for meritorious achievement in the Western Pacific-Far Eastern Area from 7 Jul 1950 to 8 Aug 1953.

★ FLYNN, David R., CDR, usn, for meritorious service in Korea from 12 Mar to 27 Jul 1953. Combat "V" authorized.

★ FOOTE, Edward J., CDR, usn, for meritorious service in Korea from 21 Apr to 6 May 1953. Combat "V" authorized.

★ FORKNER, Levern E., CDR, usn, for meritorious service in Korea from 8 Sep 1952 to 21 Feb 1953. Combat "V" authorized.

★ FRANKLIN, Isaac N., Jr., LTJG, usn, for meritorious service in Korea from 9 May to 27 Jul 1953. Combat "V" authorized.

★ GATLETT, George F., Jr., LT, MC, usnr, for meritorious service in Korea from 24 Jan to 27 Jul 1953. Combat "V" authorized.

★ GEBELIN, Albert L., CDR, usn, for meritorious service in Korea from 19 to 30 May 1953. Combat "V" authorized.

★ GLENN, Everett M., CDR, usn, for meritorious service in Korea from 20 Jan to 10 Jun 1952. Combat "V" authorized.

★ GRAGG, John B., CAPT, usn, for meritorious achievement in the Western Pacific-Far Eastern Area from 24 Jul 1951 to 25 Sep 1953.

★ GRANT, Edward A., LCDR, usnr, for meritorious achievement in Korea from 21 Aug to 21 Dec 1952. Combat "V" authorized.

★ GRIME, Frank, Jr., CDR, usn, for meritorious service in Korea from 18 Mar to 5 Sep 1952. Combat "V" authorized.

★ HAMMER, Jack W., CDR, usn, for meritorious service in Korea from 4 Mar to 27 Jul 1953. Combat "V" authorized.

★ HANSON, Kenneth E., CDR, usn, for meritorious service in Korea from 15 May to 27 Jul 1953. Combat "V" authorized.

★ HARMER, Richard E., CDR, usn, for meritorious service in Korea from 12 Mar to 27 Jul 1953. Combat "V" authorized.

★ HARRINGTON, Eleanor, LT, NC, usn, for meritorious achievement in the Western Pacific-Far Eastern Area from Jan 1952 to Aug 1953.

★ HARRIS, Freeman C., CAPT, MC, usn, for meritorious achievement in Japan from 10 Mar 1952 to 15 Sep 1953.

★ HARRISON, Gordon A., LCDR, usn, for meritorious service in Korea from 19 Mar to 27 Jul 1953. Combat "V" authorized.

★ HECKMAN, John R., LTJG, MC, usnr, for meritorious achievement in Korea from 26 Jan to 1 May 1953. Combat "V" authorized.

★ HENLINE, Wilbur P., LCDR, usnr, for meritorious service in Korea from 13 Jan to 12 Feb 1953 and from 28 Apr to 25 May 1953. Combat "V" authorized.

★ HILL, Robert M., CDR, usn, for meritorious achievement in Japan from 13 Nov 1951 to 1 Jun 1953.

★ HOFF, Cameron P., LCDR, ChC, usnr, for meritorious achievement in Korea from 25 Apr to 27 Nov 1953. Combat "V" authorized.

★ HOFFMAN, Harry L., LT, MC, usn, for meritorious achievement in Korea from 18 Jan to 1 May 1952. Combat "V" authorized.

★ HONSER, William D., LCDR, usn, for meritorious service in Korea from 13 Jun to 27 Jul 1953. Combat "V" authorized.

★ HOOHLORST, Robert A., CDR, usn, for meritorious service in Korea from 18 Mar to 5 Sep 1952. Combat "V" authorized.

★ HOUGH, John B., LCDR, usn, for meritorious service in Korea from 25 Aug to 11 Nov 1952. Combat "V" authorized.

★ HUNT, Thomas W., CDR, usn, for meritorious service in Korea from 10 Sep 1952 to 1 Mar 1953. Combat "V" authorized.

★ KELLY, William W., LCDR, usn, for meritorious service in Korea from 12 Jun to 27 Jul 1953. Combat "V" authorized.

★ KINSELLA, James J., LCDR, usn, for meritorious service in Korea from 10 May to 27 Jul 1953. Combat "V" authorized.

★ LAVIN, Richard A., LT, MC, usnr, for meritorious achievement in Korea from 19 Oct 1952 to 19 May 1953. Combat "V" authorized.

for meritorious achievement in Korea from 27 Aug 1952 to 19 May 1953. Combat "V" authorized.

Gold star in lieu of second award:

★ CLARKE, Fredric B., CDR, usn, for meritorious service in Korea from 5 Aug 1952 to 28 Feb 1953. Combat "V" authorized.

★ CLEMENTSON, Merrill K., CAPT, usn, for meritorious service in Korea from 11 Aug to 15 Dec 1952 and from 3 May to 27 Jul 1953. Combat "V" authorized.

★ DIERMAN, Frederick G., CDR, usn, for meritorious service in Korea from 23 Jul to 12 Nov 1952. Combat "V" authorized.

★ DOBIE, Ernest W., Jr., CDR, usn, for meritorious service in Korea from 31 May to 16 Jun 1953. Combat "V" authorized.

★ DRYER, Oscar F., CDR, usn, for meritorious service in Korea from 12 Feb to 1 Jul 1953. Combat "V" authorized.

★ DWYER, Carl R., CDR, usn, for meritorious service in Korea from 11 Oct 1952 to 11 Feb 1953. Combat "V" authorized.

★ FISCHER, Arthur F., Jr., CDR, usn, for meritorious service in Korea from 5 Aug 1952 to 28 Feb 1953. Combat "V" authorized.

★ GARVIN, Alfred D., LCDR, usn, for meritorious service in Korea from 25 Aug to 11 Nov 1952. Combat "V" authorized.

★ HALL, Harvey W., Jr., CDR, usn, for meritorious service in Korea from 13 Oct 1952 to 4 Feb 1953. Combat "V" authorized.



MAN FROM MARS AND HIS SPACE SHIP? No, this is just a test pilot, clad in his high-altitude pressure suit and perched atop fuselage of F7U-3 Cutlass.

BOOKS:

HOW-TO-DO-IT'S STRESSED IN THIS MONTH'S CHOICE

In this atomic age, when space travel is considered to be more than a plot for science fiction writers, there is a growing interest in Mars, the planet which may first be visited by rocket. *Exploring Mars*, by Robert S. Richardson, and published by McGraw-Hill Book Co., presents the facts and speculations about this comparatively nearby planet which has long teased the imagination. The author provides a believable description of a trip into outer space, how rocket travel may be achieved, and how to plot a course to Mars and the moon. He provides astronomers' answers to your questions concerning the life, climate and physical conditions of Mars, and tells you how

you can locate it in the sky. He neglects to mention, however, where you may obtain your reservations for the first trip.

Such a volume is only one of a number of choices of fact and fiction generously represented in this month's reading list selected by the BuPers library staff. Here's a brief description of other books you'll find as you browse through your ship or station library:

For those who like their reading closer to home, *Living on the Level*, by Royal Barry Willis, published by Houghton Mifflin Co., is suggested. And if you're considering using your reenlistment bonus as a down payment for your own home, this collection of one-story houses ranging in size from 700 square feet to a palatial 2900 square feet—with prices to correspond—this attractive volume will keep you up late for many evenings. In addition to many dream-plans, the author also gives you plenty of sound, straight-from-the-shoulder advice.

While we're still putting around the home, *Modern Automotive Engine Repair*, by John W. Vale, Jr., published by Prentice-Hall, will prove to be as good as money in the bank for the man who likes to work on his own car and is also designed to help the car owner to recognize a good mechanic when he sees one. There are hundreds of step-by-step over-haul procedures outlined, supplemented by many illustrations. Up-to-date in the methods and equipment it describes, this reference book is compact and concise.

For your lighter moments, you'll find *A Treasury of American Ballads*, edited by Charles O. Kennedy and published by McBride Co. The subtitle, "gay, naughty and classic," just about sums up the scope of this collection of more than 225 traditional as well as little-known ballads which America has sung during the last 200 years. Deftly illustrated by Bayre Phillips.

Three weeks before he died, "Granny" Rice put the finishing touches on the final chapter of his autobiography, *The Tumult and the Shouting*, published by A. S. Barnes & Co. It's filled with stories and anecdotes about the great sports figures

Grantland Rice knew so well—stories told as only Granny could tell them. A "must" for sports fans, it is well illustrated.

If you have time or energy remaining after designing and/or building your own home, repairing your car, frightening your loved ones by your singing, and hobnobbing with the sports greats, you can relax with *The Four Winds*. Written by David Beaty, published by Wm. Morrow & Co., its love story is shrewdly combined with details of the operations of a great overseas airline. The story combines a dramatic air-sea rescue, conflict concerning the internal operations of the organization, and the loss of one of the airline's own aircraft.

Two Westerns are also available in your library's shelves. *The Last Hunt*, by Milton Lott, published by Houghton Mifflin & Co., recreates one of the most abrupt and far-reaching changes in the West. The author tells of the endless herds of buffalo which once thundered across the prairies and of the men who exterminated them, and what happened to those men once the buffalo were gone. *The Searchers*, by Alan LeMay, Harper & Bros., is a briskly-paced realistic novel of Texas in the Indian days. It tells how 10-year-old Debbie Edwards is carried off by raiding Comanches, and how her uncle Amos and her foster brother Martin follow her trail for seven years—to find that she had turned Comanche herself—but there is more.

Here's a condensed list of other fiction now available: *Three Roads to a Star*, by David Garth; *The Temple Tiger and More Man-Eaters of Kumaon*, by Jim Corbett; *A Life for a Life*, by Horst Fanger; and *The Derby Trial*, by Dick Pearce.

In the professional field, special mention should be made of *Brassey's Annual*, 1954, edited by RADM H. G. Thursfield, and published by Macmillan. This reference annual, now in its 65th year of publication, once again provides a scholarly report on the armed forces of the world. The topics covered in its 34 chapters and 480 pages range from Indo-China and Korea to Russian naval strength and guided missiles. Each subject is discussed by an expert in his field. The navies of the world, including the U. S. Navy, receive their full share of attention.

And—The 1955 *World Almanac* is now available.

SONGS OF THE SEA



The Sea, The Sea, The Open Sea

*The sea, the sea, the Open sea! The blue,
the fresh the ever free, the ever, ever
free.*
*Without a mark, without a bound, it runneth
the earth's wide regions round;*
*It plays with the clouds; it mocks the skies,
or like a cradled creature lies,*
Or like a cradled creature lies.
*I'm on the seal I'm on the seal I am where
I would ever be;*
*With the blue above, and the blue below,
and silence where-so-e'er I go.*
*If a storm should come and a-wake the
deep, What matter? What matter?*
*I shall ride and sleep. What matter? What
matter? I shall ride and sleep.*

Old Naval Song

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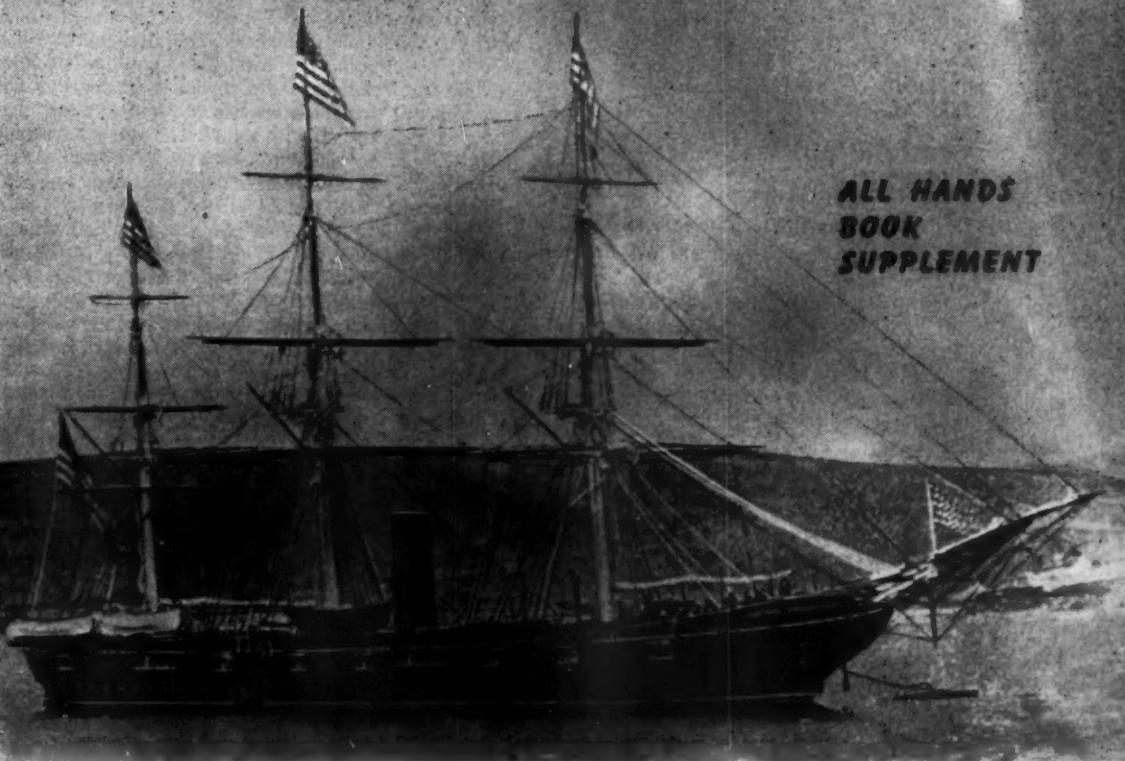
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Sounding the Pacific - 1872



**ALL HANDS
BOOK
SUPPLEMENT**

Although USS Tuscarora took an active part in the Civil War, her service didn't end there. The following years found her plumbing unknown depths of the ocean, blazing a trail in the young science of oceanography through the development of new techniques.

Today, deep-sea sounding is a comparatively simple operation. Echo sounders equipped with recorders are able to trace continuous lines which vary with the depth of the sea and, with a minimum of effort on the part of the navigator, the profile of the ocean's bottom is recorded along with the course of the ship. Such recordings are, of course, invaluable to oceanographers who, by collecting the records of many vessels so equipped, are now able to form accurate estimates of the ocean's bottom.

This technique is, however, a comparatively new development. Until World War II, the only way to measure the depth of the sea was literally to heave the lead. When the heaving line—or wire—was several miles long, this meant that a single sounding in deep water had taken hours or, perhaps, a whole day in rough weather.

Under the circumstances, it is easily appreciated that, until man began to lay ocean cables, fewer than 20,000 soundings had been taken in all the years during which he had sailed the sea. This meant there was hardly more than one sounding on the average, for each 12,000 to 15,000 square miles for the really deep sea. In shallow waters, of course, many soundings had been taken.

In the latter part of the 19th century, with the advent

of the submarine telegraphic cable which traversed the oceans from continent to continent, men immediately took a deeper interest in the ocean's bottom. It was necessary, for the depth, irregularities, and kind of bottom determined the feasibility of the ocean cable.

One of the pioneers in this development was Tuscarora, a wooden screw sloop, third rate, bark rigged of 997 tons. Launched in 1861, she was used as a part of the South Atlantic Blockading Squadron during the Civil War and was decommissioned in 1871.

She was recommissioned the following year for survey duty in the Pacific. Henry Cummings, rated in the ship's muster roll as *Ship Writer*, tells in considerable detail how soundings were made in the pre-electronic days as he describes the highlights of Tuscarora's history-making voyage of 1872-1874, as the ship sought a cable route from the United States to Japan.

FOR NEARLY SIX WEEKS, during which time general liberty was given, the ship was undergoing the repairs and alterations necessary for the service for which she was to be engaged, and a great change was made in her appearance. All of the guns were taken out save two of the broadsides, and on the quarter deck, in the place



SCIENTIST'S CABIN of era of 1870s was used to study and preserve specimens of ocean's plants and animals.

formerly occupied by the after pivot 11-inch gun, a chart house was erected. On the poop deck a dredging spar was planted, which, however, was afterwards but little used. Across the gangway was a bridge, on the starboard end of which was a Thomson deep sea sounding machine, and the top-gallant forecastle was occupied by a large steam reel and dynamometer, the supply pipe of which, passing down through the berth deck, connected with the boilers in the fireroom. The shot lockers were filled with sinkers of different kinds and sizes, the spar deck was crowded with coils and reels of line and wire, and the chart house contained curious contrivances of different inventors for bringing up bottom soil at great depths.

On the 11th of August everything was ready for the trial trip of two or three days, which we were to make for the purpose of testing the various appliances for deep sea sounding, and we steamed down the bay, anchoring off San Francisco that evening. The next forenoon we stood out of the harbor, and taking a S.W. course, commenced our experiments the morning following, and continued them until the 15th, when we again returned to San Francisco.

THE DEEPEST CAST taken during these three days was in 2038 fathoms. Our starboard boiler had leaked very badly, and as many changes and improvements had been suggested by this experimental cruise, we again, on the 17th, went to Mare Island to have the required work done.

A description of the different apparatus may be interesting here. All the machines were at this time in a comparatively crude condition, some being rejected as impracticable. It would be tedious to follow the many improvements and modifications since made in them, so I will describe them as they are worked at the present time, in the perfect state to which 14 months of experience and hard work has brought them.

• The *Thomson Machine* is a reel or drum six feet in circumference, made of galvanized sheet iron. The drum is about four inches in width, and has a rim on each side, from $1\frac{1}{2}$ inches to 2 inches in height. Around the right side of the drum runs a V groove, which takes the endless rope or pulley line which controls the revolutions of the drum in sounding.

The drum weighs about 60 pounds and will hold five miles of the piano wire. It rests on a light iron frame bolted to a wooden bed, and can be readily unshipped when not required for use. Close behind the rim of the drum, and directly in line with the V groove, is fixed a light iron wheel ten inches in diameter; this wheel, called

the dynamometer wheel, has one groove wide enough to hold two parts of line, and a second narrow groove to receive a cord simply. Back of this wheel is a common spring balance, which will register a strain of 110 pounds.

• The *piano wire* weighs in water about twelve pounds to the statute mile, and will bear a strain of from 200 pounds to 230 pounds. The wire comes in lengths of from 200 to 400 fathoms, and has to be spliced to make it available for sounding purposes. The splices are made some three feet in length, the parts being put together with a long jawed twist, and the ends and three or four intermediate points secured with solder. The whole length of the splice is then served with fine waxed thread, and the splice is complete. In no case have the splices drawn or broken. To keep the wire free from rust, it is kept at all times, when not in immediate use, in a tank containing a solution of caustic soda. This protects the wire completely and coils that have been in use twelve months are seemingly as good as ever.

To the outer end of the wire is attached a light galvanized iron ring, or rope grommet, to which is made fast some 25 fathoms of cord or albacore line. To the other end of this line is attached the apparatus for the detachable sinker and specimen cup. The purpose of this line is to prevent the wire from coming in contact with the bottom; for if that were allowed, the wire, being stiff and elastic, would be apt to fly upward, kink and break.

• The *sinkers* used are eight-inch shot, with holes bored through their centres $2\frac{1}{4}$ inches and $2\frac{3}{4}$ inches in diameter, through which the Brooke detaching rod and the specimen cylinders are passed.

• The *cups* or *cylinders* of the different designs used with the Brooke detaching apparatus are, as before mentioned, inventions of Captain Belknap. They are so constructed that, when bottom is reached, the soil is received into an inner cylinder, and an outer cylinder slides down over the opening through which the specimen entered. Thus the soil is held and prevented from being washed out in the passage to the surface. Valves are also placed inside the inner cylinder, which remain open in descending, allowing the water to pass freely through; but when the cup touches the bottom, the valves close, retaining the bottom water, which is brought with the bottom soil to the surface. These cylinders work so well that mud enough to fill a five-ounce vial is sometimes brought up.

THE SOUNDINGS are taken from the gangway, as being nearer the centre of motion than any other convenient part of the ship, and, therefore, less subjected to the pitching and rolling motion of the vessel.

When it is required to sound, supposing the ship to be under sail, the fires, which have been banked, are spread. When steam is ready, say in half an hour, the usual time, all sails are furled, the ship is brought stern to wind, and kept in that position by backing of the engines. In calm or light weather, the use of the engines is only required at intervals; at other times, when the wind is fresh and the sea heavy, they are kept backing all the time and sometimes at full speed.

Meanwhile, the machine has been got ready. When the ship has lost headway and becomes steady, so that the wire can run straight down, the sinker is carefully lowered into the water by hand. Then the self-registering thermometer for ascertaining the bottom temperature is attached to the codline, and the line is allowed to run out gently until the wire is reached. The wire is clamped to prevent further egress until a leaden weight of some four pounds can

be attached to prevent it from striking the wire.

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be attached to the ring. This precaution is necessary to prevent the wire from flying upwards when the sinker strikes bottom, and relieves the wire of its tension; otherwise it would be apt to take in kinks and break.

Now, a man has been attending at the pendant with the weights during this time, and being all ready, the officer in charge has the wire unclamped and lets it run slowly at first. Then, when the wire is well started, he directs some of the weights to be taken off to allow the wire to run more freely. It is never allowed to run out faster than at the rate of 100 fathoms in 50 seconds, and seldom at less rate than a minute.

The moment the sinker strikes bottom, it becomes detached, and the strain, which has retarded the descent of the sinker, is now only resisted by the weight of the wire, and pulls back with a force equal to the weight of the shot now resting on the bottom. This causes the index hand of the dynamometer to fly up and the drum to stop revolving instantly. So perfect and unmistakable are the indications at whatever depth, that a person standing in any part of the ship and looking at the machine can tell the moment bottom is reached.

AN INTERESTING FEATURE of our work was the serial temperatures taken from the top-gallant forecastle with a duplicate Thomson machine, at the same time when sounding from the gangway.

For instance, if the temperature is desired for every 100 fathoms below the surface down to 500 fathoms, a 7-pound lead and a thermometer is attached to the wire. Then the wire is allowed to run out slowly till the 100-fathom mark is reached, and another thermometer is attached and so on till the desired depth is reached; and thus, at one serial sounding, the several temperatures are taken. The thermometers are very accurate.

ON THE 29TH OF AUGUST, we once more steamed to San Francisco, equipped and ready for the important work to which we had been assigned, the sounding of a route between the United States and Japan for the laying of a sub-marine cable. This route, called the "Great Circle Route," as proposed, commenced at Cape Flattery and making northward and westward touched at Atka, one of the Aleutian Islands, and thence southward and westward to Yeddo Bay (now Tokyo Bay).

Our first cast was taken when about twelve miles from Cape Flattery, in 55 fathoms of water, using the Thomson Machine, a specimen cup invented by Rear Admiral Sands, called Sand's Cup, and split weight of 18 pounds for sinker.

Later, when about two hundred miles from Cape Flattery, a sub-marine mountain 1800 feet in height was found which is probably, as Captain Belknap remarks, "an underspur from Vancouver Island." This was then considered by us to be quite a discovery—but we have since found sub-marine elevations compared to which this little hillock would seem very insignificant.

From this place to the locality where sounding was suspended we found that the bottom descended in a very regular manner, the fall averaging about 6 feet per mile.

Although various deep sea apparatus were tried, this trip only more fully attested the superiority of the Thomson Machine and the Belknap specimen cups. Thirty-four casts were taken in depths ranging from 55 fathoms to 2534 fathoms, and only one accident occurred, by which a quantity of line was lost by reason of a leakage in a rotten place. Many deep sea and serial temperatures were taken, by which it was found that after reaching a depth

of 1200 fathoms, from that depth downward the water was of an almost uniform temperature of from 33 to 34 degrees F.

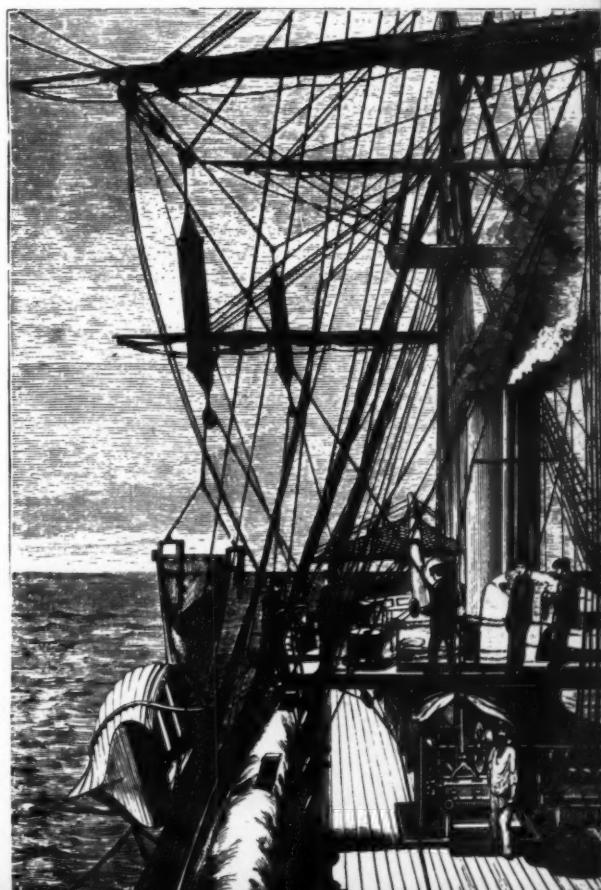
The weather from the commencement had been cold and rainy with strong winds, and on the second night out we were hove to under reefed topsails. The further north we went the worse it became, and, the wind being a good share of the time ahead, rendered it necessary to steam, and the heavy sea made the sounding very hazardous to the line and wire.

WE WERE ORDERED to suspend work to the northward, on account of the lateness of the season, and to proceed to San Francisco, sounding off and on the coast, to determine the "true continental outline for the beginning of the ocean bed proper."

During this passage, which occupied 21 days, eight lines of soundings were run, comprising 83 casts, the deepest water sounding being 2443 fathoms. The result shown was, that a slope or terrace, from 10 to 50 miles in width, makes off from the coast in comparatively shoal water, and then drops very abruptly down to depths of 1500 to 2000 fathoms, constituting an immense buttress, as it were, to support the continent.

While sounding some 140 miles off the coast of California, and expecting a depth of 1600 or 1700 fathoms (the previous cast having been in 1689 fathoms), the lead suddenly brought up at a depth of 996 fathoms. No specimen came up, and the point of the cup was found to be

SOUNDING AND TRAWLING gear like that pictured was used by *Tuscarora* during search for cable route.



Sounding the Pacific - 1872

battered and bruised, as though rock or other hard bottom had been struck.

We then sounded round this locality and found that a rocky submarine peak, 4000 feet in height, existed in this part of the ocean, rising very abruptly from the ocean bed on its northern, eastern and western sides, with a gentle slope on its southern face.

The Thomson machine was used exclusively in making the deeper casts, and the steam reel was worked in the shoaler water, and was also found very convenient in taking serial temperatures, which were made quite a specialty. The weather most of the time being fine, many observations of surface and under-surface currents were also made.

Not all the ship's routine was devoted to scientific work. Shortly after leaving San Diego, the "Tuscarora Minstrel Troupe" was organized by the crew and meetings and rehearsals were held on the berth deck almost every night. By the time the vessel reached Honolulu, members of the troupe considered themselves proficient enough to give a public performance.

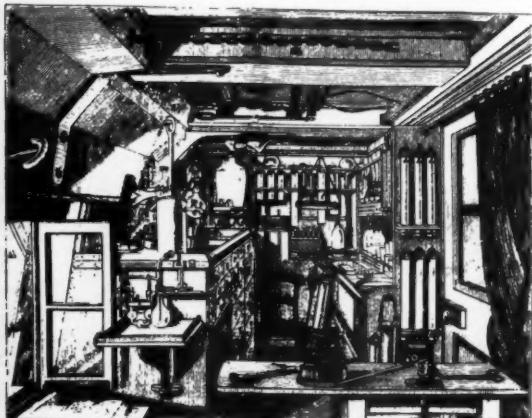
I HAVE BEFORE MENTIONED the "Tuscarora Minstrel Troupe," organized at the time of our departure from San Diego; and a narration of their doings in Honolulu will doubtless be interesting to all concerned.

During the passage from San Diego, practice meetings had been held nearly every evening, scenery had been painted, costumes prepared and the stage built, and it was intended that, soon after our arrival, an entertainment should be given on board the ship; but, because of the excitement attending the election of the King, it was not until several days later that everything was in readiness for the event.

On that date the ship was dressed with flags and invitations were sent to the officers and crews of *Portsmouth* and *Tenedos*, who also happened to be in port at that time, and also to many of the citizens of Honolulu.

At dusk the audience commenced to arrive, and ere long the spar-deck was crowded with people and the curtain arose on the "Opening Chorus." The performance was a success, and seemingly greatly enjoyed by all present, although on account of a very heavy shower of rain

SHIPBOARD CHEMICAL LABORATORY like this performed tests of sea water taken from different depths.



that arose about 10 o'clock, the latter part of the play had to be cut short.

The citizens of Honolulu now requested that the troupe give an entertainment on shore. Accordingly, three days later, a most successful performance was given in the Royal Hawaiian Theatre, to a large and fashionable audience, by which the troupe realized nearly three hundred dollars above expenses.

Now FOLLOWED one of the most pleasant and quickest passages we had yet made. No storms were encountered, the weather was warm and comfortable, and the soundings were continued with uninterrupted success. The water deepened very rapidly off the coast of Oahu, and the depth of 1468 fathoms was found when only a few miles from land.

The balance wheel for reeling in the wire had been put in successful operation and saved us much time and labor, and the short time occupied in taking our soundings on this passage has never been equalled in the history of deep-sea sounding. The greatest depth found was 3287 fathoms, or about $3\frac{3}{4}$ statute miles, and the total time occupied in sounding at that great depth and in bringing back a bottom specimen was one hour, 56 minutes and 32 seconds.

The quickest time was made when sounding at a depth of 3009 fathoms, which occupied one hour, 29 minutes, 32 seconds only. The workings and indications of the Thomson machine were as accurate and indisputable in these great depths as in soundings of 500 and 1000 fathoms, and as Captain Belknap remarks, "the incomparable working of this machine was a source of never-ending wonder and admiration to all who witnessed it."

LYING OFF AND ON during the night, the next morning entered the harbor of Port Lloyd, Peel Island (Chichijima), and anchored.

We remained at this place but two days, and again resumed our soundings toward Yokohama, at which place we arrived on the 22nd of April.

Fourteen casts were made between Port Lloyd and Yokohama, and, as was to be expected from the close proximity of the mainland and the many islands that lay almost in our path, the bottom was irregular and the water comparatively shallow, the greatest depth found being only 2435 fathoms.

A great circle route from Yeddo Bay to the Island of Atka, one of the Aleutian groups, and thence to Cape Flattery, had been marked out for us by the Navy Department, and our course was shaped accordingly.

The first few casts taken were comparatively shallow, but as we entered the edge of the Japan Stream we were surprised at finding a depth of 3427 fathoms, we having run only about thirty miles from the position of the previous cast of 1833 fathoms, but the result of the next sounding was still more astonishing—4643 fathoms of wire being run out and no bottom reached, when the wire broke close to the surface and was lost. There was a strong undercurrent in this locality, and it was impossible to keep the wire from tending underneath the ship and astern, and it probably either caught on the keel or was struck by the screw.

Captain Belknap now concluded to diverge from the allotted route, and running closer along the coast, to cross Japan Stream further to the northward. We therefore ran inshore, and headed for the Aleutian Islands, when in about latitude $41^{\circ}30'$ north.

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THE WATER AT ONCE rapidly deepened, the following depths being found in succession, viz., 2855, 3493, 3587, 3507, and 4340 fathoms. The deep sea thermometer sent down to this last great depth came up broken into fragments by the enormous pressure, amounting to five and a half tons to the square inch, the bulb protection place of the ebonite case being split and a piece broken out. For more successful, straight-up-and-down and undoubtedly correct casts were now made in depths of 4356, 4041, 4324, and 4120 fathoms. Good specimens of the bottom soil were brought up each time, and the moment of touching bottom was shown in as marked and unmistakable a manner by the dynamometer as when sounding in only 1000 fathoms.

At one cast, an accident occurred by which 4300 fathoms of line were lost. Bottom had been touched at 4411 fathoms, and, when reeling in, the pulley line flew off the reel, causing the wire to run out rapidly, and before it could be checked it kinked and broke.

THE NEXT CAST was the deepest we ever made, the sinker touching bottom at 4655 fathoms (27,930 feet), $5\frac{1}{4}$ statute miles.

Everything was favorable for this sounding: the sea smooth, the ship steady. There seemed to be little or no under-current, and the wire ran straight up and down. Every care was taken in reeling in; yet the tremendous pressure was too much for the wire, and it broke when about four hundred fathoms had been hauled back.

As the water had been steadily deepening, and it was probable that greater depths than even this last cast had shown would be found ere we crossed the Japan Stream, this route for the cable was abandoned by Captain Belknap, on the hypothesis that if the steel piano wire (of such great strength in ratio to its size) was broken by the weight of the water at these great depths, it would be exceedingly dangerous, if not utterly impossible, to lay a cable presenting such a proportionately greater surface to the action of the enormous pressure.

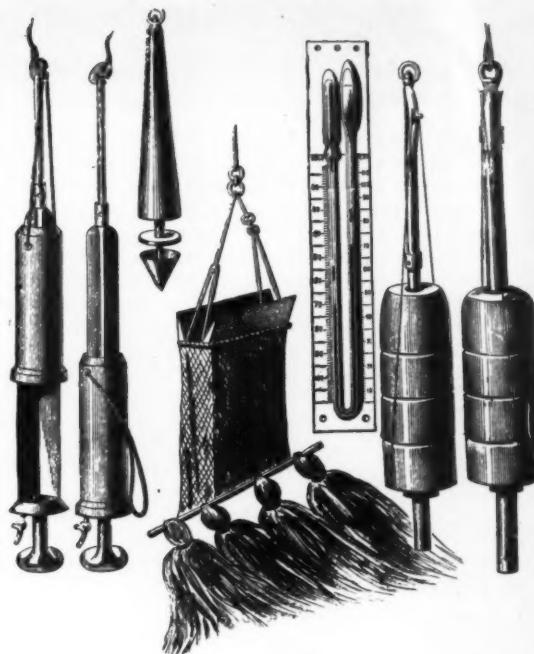
Other reasons were to us equally potent. We could afford to lose no more wire, for one or two more such losses as we had just sustained would leave us without the means to continue the work.

Our sounding drums, too, had been crushed in and damaged by the strain imposed upon them and would last but a short time if used in such deep water.

It was determined, therefore, to run a line of soundings as near shore as possible, by skirting along the coasts of the Kurile Islands and Kamchatka, and thence across the Island of Tanaga, of the Aleutian chain.

QUIET A MISHAP was met with as we were entering the harbor at Port Illionlionk, which happily resulted in little if any damage. An individual calling himself a pilot had shortly before come on board and was directing the passage of the ship through the difficult channel; but while steaming very slowly into anchorage, the ship answered her helm more quickly than the pilot had anticipated and we struck upon a reef, first forward and then amidships, and remained fast.

Our battery was at once shifted forward, together with ammunition and other movable articles, but with no effect. An anchor was then got out from the bow, and the ship was lightened by sending powder, shot, shells, etc., on shore. For six hours this work went on, and at 12:30 A. M. the tide rose so that the ship floated, our chain was slipped—and we were soon in deep water.



SLIP WATER BOTTLE, cup sounding lead, dredge, deep-sea thermometer, sounding machines of 1874 are shown.

Considerable interest had been felt as to the result of this last line of soundings; for the portion of it that had been sounded in the Fall of 1873 had shown depths steadily increasing, until, at the point where we were obliged to turn back for want of coal, 2534 fathoms had been reached and it was thought that a much greater depth might yet be discovered in this part of the ocean.

Such proved to be the case, for, shortly after leaving Unimak Pass, the bottom dropped down from 1925 fathoms to 3359 fathoms. This, however, was the deepest water found, the next being in 3106 fathoms; and the remainder of the soundings gave depths varying from 2459 fathoms to 2814 fathoms. The last cast connecting the two lines showed a depth of 2520 fathoms, differing only 14 fathoms from the last cast taken.

WE NOW RETRACED our course and made a line of soundings a little to the northward of this last line and nearer to land, which gave, however, but similar results, the deepest water being 2910 fathoms. This line was ended in Akutan Pass, through which we steamed on a fine, clear afternoon amid the most beautiful and wildest scenery. The three high, volcanic peaks on Unimak Island (one of them in active operation) were close at hand, and other islands in sight contributed each a share to make an enchanting view. Millions of sea-birds floated on the water and flew around us so thick that they could scarcely keep out of the way of the ship.

We steamed around the Islands of Akutan and Akuan, and once more came out to the southward of the Aleutian chain from Unimak Pass and made our course for San Francisco; but we continued sounding until the 21st, when the last cast was taken, the last shot lost, and our work was done.

TAFFRAIL TALK

WE'VE NOTICED a couple of items in station newspapers which add a nice touch to day-to-day life in the Navy.

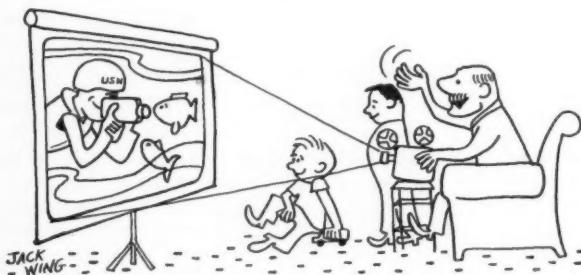
Item 1: VR-3 of NAS Moffat Field, Calif., has struck a new note in special liberty privileges for enlisted personnel. Each man rates a holiday on his birthday.

On the big day, the lucky bluejacket receives greetings from the commanding officer and with the congratulations goes a "birthday card" stating that "The Commanding Officer of VR-3 takes pleasure in awarding you a special liberty in commemoration of your birthday. Happy Birthday!"

The birthday present is in addition to any regularly authorized liberty. This custom is cropping up in a number of places.

Item 2: It's the little things that make the big difference. The crew of *uss Princeton* (CVS 37), for example, is now enjoying the luxury of a clean, dry towel for every shower, and at no extra charge.

The plan went into effect after a successful two-month test. Towels are drawn from an unattended locker by each man taking a shower. The only requirement is—used towels must be deposited in laundry containers after use.



A Navyman who is in superb control of his environment is LTJG Carlos P. Baker, Jr., a pilot attached to *uss Hornet* (CVA 12) while in the Pacific.

Lieutenant Baker, an amateur photographer, had casually tucked an 8-mm. movie camera in his flight suit before taking off on a—presumably—routine flight. When his jet fighter caught fire shortly after takeoff, he fired his ejection suit, was hurled into space and pulled the ripcord of his parachute.

Dangling from the 'chute, he watched the crazy gyrations of his abandoned plane, then remembered his camera and began grinding away. Seeing destroyer rescue teams and helicopters waiting for him below, Baker turned his camera on them. When rescued by a helicopter from *uss Helena* (CA 75) he was still clutching his camera, thoroughly dunked.

What a wonderful opening Lieutenant Baker (then RADM, Ret.) will have when dangling his grandchildren on his knees and telling the story of his adventures: "There I was, 10,000 feet up, taking pictures—and no plane!"

We haven't heard yet how the pictures turned out.

The All Hands Staff

ALL HANDS

THE BUBERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicates the official Navy Department Bulletin.

• **AT RIGHT: OLD AND THE NEW—**
Harbor of Hong Kong with its many junks and sampans among the large ships of the U. S. Navy makes interesting comparison of the old and modern methods of water travel.

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Stand By To Lay Aloft!



GOING UP IN THE NAVY TRADITION

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